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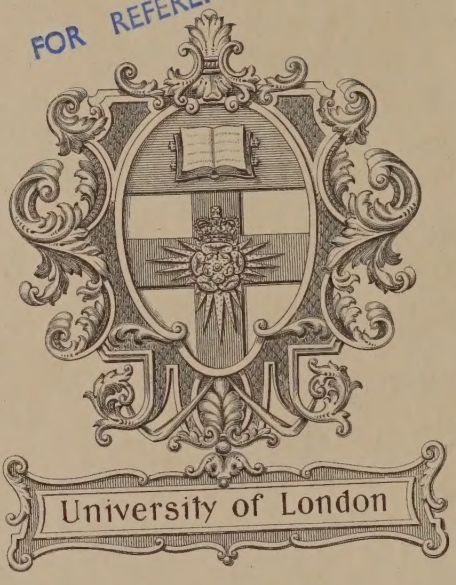

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ACCOUNTS AND PAPERS:

THIRTY-TWO VOLUMES.

—*(4.)*—

NAVY ESTIMATES.

NAVY; COAST GUARD, &c.

Session

8 *February* —— 10 *August* 1870.

VOL. XLIV.

1870.

ACCOUNTS AND PAPERS:

THIRTY-TWO VOLUMES.

—(4)—

NAVY ESTIMATES.

NAVY: COAST GUARD, &c.

Session

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1870

ACCOUNTS AND PAPERS:

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THIRTY-TWO VOLUMES:—CONTENTS OF THE

FOURTH VOLUME.

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FOR

THE YEAR

1870-71,

WITH APPENDIX.

[ACCOUNT of Naval Old Store Moneys and Extra Receipts in 1868-69.]

(PRESENTED TO PARLIAMENT BY COMMAND OF HER MAJESTY.)

Ordered, by The House of Commons, *to be Printed,*
17 *February* 1870.

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STATEMENT showing the NET COST of the SERVICES provided for in the NAVY ESTIMATES for the Financial Years 1868-69, 1869-70, and 1870-71, after taking into Account the EXTRA RECEIPTS of the NAVAL DEPARTMENT payable into the EXCHEQUER.

(Prefixed to the NAVY ESTIMATES in accordance with Treasury Minute of 12th December 1863.)

	£.	s.	d.
1868-69:			
Navy Estimates 1868-69 (Ordinary Grants)	11,157,290	–	–
Add,—			
Excess of Deficiencies over Surpluses (Deficiencies, 3,046,451*l.* 17*s.* 1*d.*; Surpluses, 134,357*l.* 10*s.* 3*d.*)	2,912,094	6	10
Expenditure (Ordinary Grants), as per Final Account for 1868-69 £.	14,069,384	6	10
Abate,—			
Extra Receipts and Repayments, as per Statement shown at page 219 of these Estimates (1st April 1868 to 31st March 1869)	226,968	7	11
Net Amount of Ordinary Expenditure for the Year 1868-69, after deducting Extra Receipts and Repayments paid into the Exchequer £.	13,842,415	18	11
Expenditure for the Abyssinian Expedition defrayed out of the Vote of Credit	2,912,094	6	10
NET Expenditure £.	10,930,321	12	1

	£.	s.	d.	£.	s.	d.
1869-70:						
Navy Estimates 1869-70				9,996,641	–	–
Abate,—						
Extra Receipts and Repayments:						
1st April 1869 to 31st December 1869	259,779	–	–			
1st January 1869 to 31st March 1869 (Estimated)	86,000	–	–			
Amount to be contributed by the Indian Government on account of the expense of the Fleet on the India Station	70,000	–	–			
				415,779	–	–
Net Amount, after deducting Estimated Extra Receipts and Repayments paid, or to be paid, into the Exchequer £.				9,580,862	–	–
1870-71:						
Navy Estimates 1870-71				9,250,530	–	–
Abate,—						
Estimated Amount of Extra Receipts and Repayments	440,000	–	–			
Amount to be contributed by the Indian Government on account of the expense of the Fleet on the India Station	70,000	–	–			
				510,000	–	–
Net Amount, after deducting Estimated Extra Receipts and Repayments to be paid into the Exchequer £.				8,740,530	–	–

Admiralty,
17 February 1870.

J. BEEBY,
Accountant General of the Navy, and
Comptroller of Navy Pay.

ESTIMATE of the Sums required to meet the Expenses which may be
Increase and Decrease, as compared with the Sums Voted

Number of Vote.	Page.	ABSTRACT.
1	6	Wages to Seamen and Marines - - - - - - - - - -
2	11	Victuals and Clothing for ditto - - - - - - - - -
3	14	Admiralty Office - - - - - - - - - - -
4	20	Coast Guard Service, Royal Naval Coast Volunteers, and Royal Naval Reserve - - - - - - - - - - -
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8	78	Medical Establishments at Home and Abroad - - - - - -
9	92	Marine Divisions - - - - - - - - - - - -
10 Sec. I.	98	Naval Stores for the Building, Repair, and Outfit of the Fleet and Coast Guard, Steam Machinery and Ships built by Contract:
Sec. II.		Section I. Naval Stores - - - - - - - - -
		Section II. Steam Machinery and Ships built by Contract - - -
11	101	New Works, Buildings, Machinery, and Repairs - - - - - -
12	114	Medicines and Medical Stores - - - - - - - - -
13	115	Martial Law and Law Charges - - - - - - - - -
14	117	Miscellaneous Services - - - - - - - - - -
		Total for the Effective Service - - - £.
15	121	Half Pay, Reserved Half Pay, and Retired Pay to Officers of the Navy and Royal Marines - - - - - - - - - - - - -
16 Sec. I.	126	Military and Civil Pensions and Allowances:
Sec. II.		Section I. Military Pensions and Allowances - - - - -
		Section II. Civil Pensions and Allowances - - - - -
		TOTAL FOR THE NAVAL SERVICE - - - £.
		FOR THE SERVICE OF OTHER DEPARTMENTS OF GOVERNMENT:
17	143	Army Department (Conveyance of Troops) - - - - - - - -
		GRAND TOTAL - - - £.

incurred in the NAVAL DEPARTMENT in the Year 1870-71, showing the for the preceding Year, under the following Heads; viz.

REQUIRED to be Voted for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.	1870/71. Increase.	1870/71. Decrease.	Expenditure in 1868-69, exclusive of that incurred on account of the Abyssinian Expedition.	Number of Vote.
£.	£.	£.	£.	£. s. d.	
* 2,692,731	2,762,353	—	69,622	2,952,347 13 5	1
968,857	1,172,268	—	203,411	1,312,686 16 1	2
159,368	168,704	—	9,336	181,413 13 4	3
196,955	224,073	—	27,118	236,506 14 -	4
68,794	62,820	5,974	—	63,069 14 11	5
878,352	1,086,004	—	207,652	1,220,016 17 1	6
69,267	80,671	—	11,404	83,269 8 10	7
57,730	54,757	2,973	—	62,317 1 11	8
18,122	16,566	1,556	—	19,366 10 5	9
					10
779,090	801,572	—	22,482	926,231 8 7	Sec. I.
466,173	767,070	—	300,897	1,060,575 - 8	Sec. II.
744,232	749,816	—	5,584	809,791 10 10	11
73,150	79,300	—	6,150	88,021 14 5	12
16,678	18,144	—	1,466	18,470 14 8	13
118,791	120,650	—	1,859	183,959 15 7	14
7,308,290	8,164,768	10,503	866,981	9,218,044 14 9	
782,100	723,231	58,869	—	688,074 10 9	15
					16
635,666	569,728	65,938	—	545,684 14 2	Sec. I.
287,134	222,566	64,568	—	209,401 1 2	Sec. II.
* 9,013,190	9,680,293	199,878	866,981	10,661,205 - 10	
237,340	316,348	—	79,008	396,275 2 5	17
9,250,530	9,996,641	199,878	945,989	11,057,480 3 3	
NET DECREASE - - - £. 746,111				4,223 4 10	Balances Irrecoverable.
				£. 11,061,703 8 1	

Admiralty, 17 February 1870.

HUGH C. E. CHILDERS. S. C. DACRES. ROBT. S. ROBINSON.

W. E. BAXTER, Secretary.

* *Note.*—For the purpose of comparison, a deduction of 53,014 *l.* should be made from the Estimate for the Naval Service, being the charge for the Pay and Wages of Officers and Men in Troop Ships, borne last year on the Vote (No. 17) for Army Transport.

Vote 1.

WAGES, &c., TO SEAMEN AND MARINES.

I. ESTIMATE of the Sum which will be required in the Year ending on the 31st March 1871, to defray the Expense of Wages, &c., to Seamen and Marines.

Two Million Six Hundred and Ninety-two Thousand Seven Hundred and Thirty-one Pounds.

II. Sub-Heads under which this Vote will be accounted for.

		£.	1870-71.	1869-70.	INCREASE.	DECREASE.	Actual Expenditure, in 1868-69.
			£.	£.	£.	£.	£.
A.—WAGES OF AND ALLOWANCES TO SEAMEN AND MARINES *AFLOAT* (Minus the Sums deducted at end of Estimate)	SEAMEN	2,214,081					
	MARINES: WAGES, &c.	207,594					
	MARINES: GOOD-CONDUCT PAY	9,040					
			2,430,715	2,497,865	—	67,150	
B.—EXPENSE OF RAISING MEN AND BOYS			1,700	1,700	—	—	
C.—SUBSISTENCE OF COMMISSIONED AND STAFF OFFICERS, ROYAL MARINES, *ON SHORE*			59,111	66,015	—	6,904	
D.—SUBSISTENCE OF NON-COMMISSIONED OFFICERS AND PRIVATES, ROYAL MARINES, *ON SHORE*	WAGES	142,572					
	GOOD-CONDUCT PAY	6,780					
	BEER-MONEY, &c.	17,822					
			167,174	162,761	4,413	—	
E.—PRIZES TO SEAMEN AND ROYAL MARINES FOR GOOD SHOOTING			1,465	914	551	—	
F.—RECRUITING EXPENSES, ROYAL MARINES			8,666	9,198	—	532	
G.—COLONIAL PAY AND FIELD ALLOWANCES TO MARINES, SAN JUAN			3,100	3,100	—	—	
H.—CONTINGENCIES, MARINE SERVICE			20,800	20,800	—	—	
		£.	2,692,731	2,762,353	4,964	74,586	£. 2,952,348

Net Decrease - - - £. 69,622

Vote 1.—Wages, &c., to Seamen and Marines—*continued.*

III. Details of the foregoing.

Number Voted last Year.	Number for 1870/71.	WAGES, &c., TO SEAMEN.	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
			£. s. d.	£. s. d.
		Fleet—Service Afloat:		
		To defray the Charge of Wages (including Established Allowances) which shall come in course of payment in the year ending on the 31st March 1871, for the following Officers and Seamen to be employed in Her Majesty's Fleet, (including First Reserve Ships and Tenders—late Coast Guard District Ships and Cruisers), and other Services; viz.:—		
190	143	For Flag Officers in Commission, and their Retinues, One Hundred and Forty-three in number	49,266 – –	47,259 – –
54	29	For Officers superintending Her Majesty's Dockyards and Naval Establishments, and their Retinues, Twenty-nine in number	10,858 – –	11,887 – –
3,108	3,193	For Three Thousand One Hundred and Ninety-three Commissioned and other Officers, above the rank of Subordinate Officers, to be employed in Her Majesty's Fleet	725,975 – –	704,844 – –
664	1,036	For One Thousand and Thirty-six Subordinate Officers (including Disposable Supernumeraries, and Midshipmen and Naval Cadets under Training, not shown in previous years)	37,834 – –	26,728 – –
1,063	871	For Eight Hundred and Seventy-one Warrant Officers	103,511 – –	111,397 – –
28,401	29,158	For Twenty-nine Thousand One Hundred and Fifty-eight Petty Officers and Seamen	971,148 – –	948,292 – –
			No. / £.	
33,480	34,430	*Viz.:* For Service in the Fleet — 34,131 / 1,863,742 Officers superintending Her Majesty's Dockyards, &c. (amounts deducted on next page) — 29 / 10,858 Other persons borne on Ships' books for service in Naval Establishments on Shore (amounts deducted on next page) — 270 / 23,992	1,898,592 – –	1,850,407 – –
		Boys:		
		For Seven Thousand Boys, to be employed as follows; viz.:—		
			No. / £.	
7,000	7,000	*Viz.:* On Service in the Fleet — 4,000 / 42,371 Under Instruction in Training Ships — 3,000 / 27,608	69,979 – –	70,112 – –
40,480	41,430	(For Details of the above, *see* "Explanatory Statement (A. 1)," Appendix, No. 1, page 148.) £.	1,968,571 – –	1,920,519 – –
		Coast Guard Service:		
2,925	Included with Fleet (above).	*For Officers, Seamen, and Boys to be employed in Her Majesty's Coast Guard Service Afloat*	{Included with Fleet (above)}	142,566 – –
4,325	4,300	For Four Thousand Three Hundred Officers and Men, to be employed in Her Majesty's Coast Guard Service *on Shore*	198,292 – –	200,219 – –
		(For Details of the above, *see* "Explanatory Statement (A. 1)," Appendix, No. 1, page 148.)		
47,730	45,730	Carried forward £.	2,166,863 – –	2,263,304 – –

Vote 1.—Wages, &c., to Seamen and Marines—*continued.*

Number Voted Last Year.	Number for 1870/71.	Wages, &c., to Seamen—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
			£. s. d.	£. s. d.
47,730	45,730	Brought forward - - -	2,166,863 - -	2,263,304 - -
		Troop Ships for Indian Service, Overland Route:		
		For One Thousand Two Hundred and Seventy Officers, Seamen, and Boys to be employed in Troop Ships (five in number) for Indian Service, as follows, viz.:—		
1,270	1,270	In the two Ships on the European side of the Isthmus of Suez (3-5ths of the amount to be defrayed by the Indian Government, viz.: 15,443*l.*, deducted below) - No. 472, £. 25,739 In the three Ships on the Indian side of ditto (amount deducted below) - - - - - - - - - No. 798, £. 38,901		
		Total for Indian Troop Ships - - - No. 1,270	64,640 - -	62,879 - -
49,000	47,000	Total of all Services - - - £.	2,231,503 - -	2,326,183 - -
		(For Details of the above, *see* "Explanatory Statement (A. 1)," Appendix, No. 1, page 148.)		
		To provide for Special Pay and Allowances to Officers and other Persons to be employed on particular Services, viz.: - - - £. 26,434 *Less* Amount transferred to other Votes* - 1,962	24,472 - -	29,269 -
		* (For Details of "Special Pay, &c.," *see* "Explanatory Statement (A. 2)," Appendix, No. 2, page 165.)		
		To provide for Good Conduct Pay to Petty Officers and Seamen, after certain periods of Service; and for Gratuities to Petty Officers and Seamen, Non-commissioned Officers and Privates of Royal Marines, for distinguished Gallantry in Action; also, for Gratuities in aid of an Outfit to Petty Officers, who may be promoted to be Warrant Officers - - - - - - - -	47,300 - -	45,500 - -
		B.—To provide for raising Men and Boys for the Fleet - - - - - -	1,700 - -	1,700 - -
49,000	47,000	Total Wages, &c., to Seamen in Fleet, Coast Guard Service on Shore, and Indian Troop Ships - - - - - - - - - - £.	2,304,975 - -	2,402,652 - -
		Deduct,—As follows, included in the above, viz.:		
		The Pay and Allowances of Officers superintending Her Majesty's Dockyards and Naval Establishments, and their Retinues; provision for the same being made in the Estimate for Dockyards, &c. (Vote 6, page 31), as part of the cost of those Establishments - - - - - - - - - - £. 10,858		
		The Pay and Allowances of Officers and Men (except Marines) belonging to the Navy, borne on Ships' books for Service in Naval Establishments on Shore; provision for the same being made in the respective Estimates for such Establishments (Votes 3 to 17). *See* detailed List at page 162 - - - £. 23,992		
		The Pay and Allowances of the Officers and Crews (except Marines) of the Troop Ships for Indian Service, Overland Route, to be defrayed by the Indian Government, viz.:— Three-fifths of the expense of the two Ships on the European side of the Isthmus of Suez - - £. 15,443 The whole expense of the three Ships on the Indian side of the Isthmus of Suez - - - - - 38,901 £. 54,344		
			† 89,194 - -	121,400 - -
		Net Total Wages, &c., to Seamen in Fleet and Coast Guard Service - - - - - A.—Wages, &c. - £. 2,214,081 B.—Raising Men, &c. - 1,700 - £.	2,215,781 - -	2,281,252 - -
		(For Details of the foregoing Estimate, *see* "Explanatory Statement (A. 1 & 2)," Appendix, Nos. 1 and 2, pages 148 and 165.)		

† *Vide* Note ‡ at page 10.

Vote 1.—Wages, &c., to Seamen and Marines—*continued.*

Number Voted last Year.	Number for 1870/71.	WAGES, &c., TO MARINES.	REQUIRED for the Service of the Year 1870-71.	LAST VOTE for the Financial Year 1869-70.
		Service Afloat and on Shore:	£. s. d.	£. s. d.
177	182	To defray the Charge of Wages which shall come in course of payment in the year ending on the 31st March 1871, for One Hundred and Eighty-two Staff Officers, &c., of Royal Marines	27,161 – –	26,842 – –
387	365	For Three Hundred and Sixty-five Commissioned Officers of Royal Marines	56,572 – –	58,987 – –
13,436	13,453	For Thirteen Thousand Four Hundred and Fifty-three Non-commissioned Officers and Privates of Royal Marines	331,724 – –	331,277 – –
		Viz.: Service *Afloat* - 8,000: A.—For Fleet (including 2-5ths of the expense for 2 Indian Troop Ships on this side Suez, viz., 406 *l.*) — No. 7,805, £. 207,594		
		Service *Afloat* - 8,000: For Naval Establishments on Shore (amount deducted below) — No. 135, £. 4,046		
14,000	14,000	Service *Afloat* - 8,000: For 3-5ths of the expense for 2 Indian Troop Ships on this side Suez (deducted below) - — No. –, £. 610	415,457 – –	417,106 – –
		Service *Afloat* - 8,000: For 3 Indian Troop Ships on further side of Suez (amount deducted below) - — No. 60, £. 1,524		
		Service *on Shore*, 6,000: C.—Commissioned and Staff Officers — No. 325, £. 59,111		
		Service *on Shore*, 6,000: D.—Non-commissioned Officers and Privates — No. 5,675, £. 142,572		
		To provide for Good Conduct Pay to Non-commissioned Officers and Privates of Royal Marines: A.—Service *Afloat* £. 9,040; D.—Service *on Shore* 6,780	15,820 – –	15,700 – –
		D.—To provide for Beer Money allowed to Marines on Shore £. 8,822; and excess Cost of Bread and Meat beyond the 4½*d.* a day charged as the fixed Cost of the compound Ration 9,000	17,822 – –	19,022 – –
		E.—To provide for Prizes for Good Shooting (including 830*l.* for Competitive Prize firing with rifled great guns, &c., in the Naval Service)	1,465 – –	914 – –
		F.—To provide for Recruiting Expenses, including Bounty, &c.	3,666 – –	9,198 – –
		G.—To provide for Colonial Pay and Field Allowances to Marines in San Juan	3,100 – –	3,100 – –
		H.—To provide for Contingencies of the Marine Service (for Details of past Expenditure, *see* Appendix, No. 6, page 175)	20,800 – –	20,800 – –
14,000	14,000	Total Wages, &c., to Marines £.	483,130 – –	485,840 – –
		(For Details of the foregoing Estimate, *see* "Explanatory Statement (B.)," Appendix, No. 5, page 172.)		
		Deduct,—The Pay, &c., of the Marines serving in Naval Establishments on Shore, as in the case of "Seamen" £. 4,046		
		The Pay, &c., of the Marines in the Troop Ships for Indian Service, Overland Route, as in the case of "Seamen," viz.:— Three-fifths of the expense of the two Ships on this side Suez £. 610; The whole expense of the three Ships on the further side of Suez 1,524; 2,134	* 6,180 – –	4,739 – –
		Net Total Wages, &c., to Marines £.	476,950 – –	481,101 – –
		(For the Total Charge for the Marines, *see* Appendix, No. 7, page 175.)		

* *Vide* note ‡ at foot of next page.

Vote 1.—Wages, &c., to Seamen and Marines—*continued.*

RECAPITULATION OF THE FOREGOING ESTIMATE.

Number Voted last Year.	Number for 1870/71.		REQUIRED for the Service of the Year 1870-71.	LAST VOTE. for the Financial Year 1869-70.
			£. s. d.	£. s. d.
49,000	47,000	Total Wages, &c., to Seamen in Fleet, Coast Guard Service, and Indian Troop Ships - - - - - - - - - - -	2,304,975 - -	2,402,652 - -
14,000	14,000	Total Wages, &c., to Marines - - - - - - - - -	483,130 - -	485,840 - -
63,000	61,000	Total - - - £.	2,788,105 - -	2,888,492 - -
300	-	*Add, Civilians for Coast Guard Service.*		
63,300	61,000	Total Force in the Fleet and Coast Guard Service, &c.		

	Seamen and Boys.	Marines.	Total.
For Fleet, &c. - - - -	45,460	14,000	59,460
For Naval Establishments on Shore - - - - -	270	(135 included above.)	270
For Indian Troop Ships - -	1,270	(100 included above.)	1,270
	47,000	14,000	61,000

Deduct,—	Seamen.	Marines.	Total.		
	£.	£.	£.		
Pay, &c., of Superintendents of Dockyards, &c. (carried to Vote 6, page 31) - - - - -	10,858	- -	10,858		
Pay, &c., of Officers, Seamen, and Marines borne on Ships' Books for Service in Naval Establishments on Shore - - - - - -	23,992	4,046	28,038		
Pay, &c., of the Officers and Crews of the Troop Ships for Indian Service, as follows, viz.:—					
Three-fifths of the Expense of the two Ships on the European side of the Isthmus of Suez	15,443	610	16,053		
The whole Expense of the three Ships on the Indian side of the Isthmus of Suez -	38,901	1,524	40,425		
£.	89,194	6,180	95,374	‡ 95,374 - -	126,139 - -
NET TOTAL - - - £.				2,692,731 - -	2,762,353 - -

‡ The amount (126,139 *l.*) deducted *last year* included 74,947 *l.*, (viz., Seamen, 71,732 *l.*, and Marines, 3,215 *l.*), transferred to Vote No. 17, "Army Department (Conveyance of Troops)," on account of Her Majesty's Troop Ships, and the two Indian Troop Ships on the European side of the Isthmus of Suez; credit being taken in Vote 17 for the proportion (three-fifths) of the charge for the latter ships borne by the Indian Government. This year, however, no transfer for Troop Ships is made from Vote 1 to Vote 17, by directions of the Lords of the Treasury.

VOTE 2.

VICTUALS AND CLOTHING FOR SEAMEN AND MARINES.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the EXPENSE of VICTUALS and CLOTHING for SEAMEN and MARINES.

Nine Hundred and Sixty-eight Thousand Eight Hundred and Fifty-seven Pounds.

II. SUB-HEADS under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.
	£.	£.	£.	£.
A.—PROVISIONS RECEIVED UNDER CONTRACT, &c.	584,059	644,163	—	60,104
B.—SAVINGS (PAYMENTS FOR PROVISIONS NOT TAKEN UP)	121,395	124,164	—	2,769
C.—ALLOWANCES IN LIEU OF PROVISIONS AND FUEL TO OFFICERS AND MEN BORNE ON SHIPS' BOOKS BUT NOT VICTUALLED	175,137	168,517	6,620	—
D.—LIGHTS AND CULINARY FUEL FOR SERVICE AFLOAT	38,799	71,372	—	32,573
E.—ALLOWANCES IN LIEU OF LIGHTS TO OFFICERS, &c., AFLOAT	19,380	19,314	66	—
F.—FOR MESS TRAPS AND CONTRIBUTIONS IN AID OF MESS	16,100	16,900	—	800
G.—VICTUALLING STORES RECEIVED UNDER CONTRACT, &c.	26,300	30,700	—	4,400
H.—FREIGHT, LIGHTERAGE, AND OTHER CHARGES ON PROVISIONS AND VICTUALLING STORES	15,000	16,500	—	1,500
I.—SEAMEN'S CLOTHING, SOAP, AND TOBACCO—MARINE CLOTHING AND APPOINTMENTS	180,669	300,580	—	119,911
K.—ALLOWANCES IN LIEU OF MARINE CLOTHING, &c.	4,665	4,950	—	285
L.—MARINE BARRACK STORES	11,555	15,450	—	3,895
	1,193,059	1,412,610	6,686	226,237
Abate,—Estimated amount of Charges against Officers, Seamen, and Marines, for Issues of Clothing, &c.	224,202	240,342	—	16,140
£.	968,857	1,172,268	6,686	210,097

Actual Expenditure in 1868-69.
£.
1,302,687

NET DECREASE - - - £. 203,411.

The sum of 25,000 *l.* has been transferred to Vote No. 10, Sect. 1. The real Decrease is therefore 178,411 *l.*

Vote 2.—Victuals and Clothing for Seamen and Marines—*continued.*

III. Details of the foregoing Charges.

		Required for the Service of the Year 1870/71.	Last Vote for the Financial Year 1869/70.
	PROVISIONS, &c.	£. s. d.	£. s. d.
46,083 2,366	For the Purchase of Provisions and Victualling Stores and other Charges for Forty-six Thousand and Eighty-three Men and Boys, including Eight Thousand Royal Marines, and Seven Thousand Boys in Training Ships, to be employed in Her Majesty's Fleet, and for Two Thousand Three Hundred and Sixty-six Men and Boys for Her Majesty's Coast Guard Service Afloat, for One Year, ending the 31st March 1871;		
	also,—		
	For the Purchase of Provisions and Victualling Stores and other Charges for the undermentioned Services, during the same period; viz.:		
4,300	For Four Thousand Three Hundred Men to be employed in Her Majesty's Coast Guard Service, and borne on the Books of District Ships for Service on Shore;		
2,800	For Two Thousand Eight Hundred Royal Naval Coast Volunteers when on Drill Afloat;		
13,600	For Thirteen Thousand Six Hundred Seamen of the Royal Naval Reserve when on Drill Afloat;		
529	For Five Hundred and Twenty-nine Men and Boys, to be employed on board Steam Tugs, Hoys, &c., for Yard Service Afloat; viz.:		

	1870/71.	1869/70.		
A.—For Provisions:	£.	£.		
For the Fleet	550,009	600,171		
For Coast Guard Service Afloat	28,316	37,104		
For Royal Naval Coast Volunteers Afloat	2,571	3,406		
For Yard Service Afloat	3,163	3,482		
			584,059 – –	644,163 – –
B.—For Savings (Payments for Provisions not taken up):				
For the Fleet	114,877	116,433		
For Coast Guard Service Afloat	5,898	7,198		
For Yard Service Afloat	620	533		
			121,395 – –	124,164 – –
C.—For Money Allowances in lieu of Provisions to Officers and Men borne on Ships' Books but not Victualled:				
For the Fleet	40,000	31,000		
For Coast Guard Service on Shore	104,633	105,242		
For Royal Naval Reserve	25,386	25,386		
For Yard Service Afloat	5,118	6,889		
			175,137 – –	168,517 – –
D.—For Lights and Culinary Fuel for Service Afloat, for	Fleet *38,581; Yard Service 218	£.	38,799 – –	71,372 – –
E.—For Money Allowance in lieu of Lights to Officers Afloat, for	Fleet 18,953; Yard Service 427		19,380 – –	19,314 – –
F.—For Mess Traps and Contributions in aid of Mess; viz.:				
Allowance to Stewards for Care of Mess Traps		2,250		
Admiralty Contributions in Aid of Mess	(New Item)	2,350		
Purchase of Mess Traps		11,500		
			16,100 – –	16,900 – –
G.—For the Purchase of Victualling Stores; viz.:				
Coals for Victualling Yards, Casks, Packages, and Small Stores			26,300 – –	30,700 – –
H.—For Freight, Lighterage, and other Charges on Provisions and Victualling Stores			15,000 – –	16,500 – –
Carried forward £.			996,170 – –	1,091,630 – –

* *Note.*—The sum of 25,000 *l.*, the estimated value of Coals, Wood, and Oil to be supplied from Engineers afloat to Paymasters for the use of the Galleys, formerly provided under this Item, has been this year transferred to Vote, No. 10, Sect. I.

Vote 2.—Victuals and Clothing for Seamen and Marines—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
Brought forward - - -	996,170 - -	1,091,630 - -
I. CLOTHING, &c.		
*To provide for Seamen's Clothing, Soap, and Tobacco, for the Year 1870-71 -	92,204 - -	204,095 - -
To provide for Gratuitous Issues of Clothing, &c., to Seamen, Boys, and Marines, for Coaling Her Majesty's Steam Vessels - - - - - -	15,700 - -	16,350 - -
To provide for Gratuitous Issues of Bedding to Seamen and Boys on First Entry	8,300 - -	8,800 - -
To provide for Gratuitous Issue of Half Boots (annually) to Marines serving Afloat - - - - - - - - - - - - - - - -	2,506 - -	2,408 - -
To provide Dresses for Marines doing Duty as Officers' Servants - - -	1,300 - -	760 - -
To provide for a Commuted Allowance in lieu of Gratuitous Issues of Clothing to Ten Years' Continuous Service Men - - - - - - - -	5,014 - -	6,592 - -
To provide for Gratuitous Issues to Working Parties of the Reserve, Depôt Ships, and for Wear and Tear of Clothes - - - - - - - -	3,730 - -	3,670 - -
To provide for the Cost of Caps issued Gratuitously to Seamen of the Royal Naval Reserve - - - - - - - - - - - - - -	145 - -	290 - -
To provide Clothing, &c., for the use of Royal Naval Coast Volunteers when on Drill Afloat - - - - - - - - - - - - - -	1,250 - -	1,460 - -
K.—To provide for Clothing and Appointments of Royal Marines, for making up and Altering Marine Clothing, and for the Gratuitous Issue of Half Boots and Blue Serge Tunics to Royal Marines - - - - - - -	50,520 - -	56,155 - -
L.—For Money Allowances, in lieu of Clothing, to Royal Marines - - -	4,665 - -	4,950 - -
M.—To provide for Marine Barrack Stores - - - - - - - -	11,555 - -	15,450 - -
* The estimated cost of Clothing, &c., is diminished this year in consequence of the large stocks on hand.	1,193,059 - -	1,412,610 - -

	1870-71.	1869-70.		
Abate,—	£.	£.		
Estimated Amount of Charges against Officers for use of Mess Traps - - - - - - - - -	12,300	13,000		
Estimated Amount of Charges against Wages of Seamen, &c. for Issues of Seamen's Clothing, Soap, and Tobacco -	199,162	219,392		
Estimated Amount of Charges against Wages of Marines for Issues of Marine Clothing, &c. - - - - -	12,740	7,950		
£.	224,202	240,342	224,202 - -	240,342 - -
		£.	968,857 - -	1,172,268 - -

ABSTRACT.

	£. s. d.	£. s. d.
Provisions, &c., for the Fleet, Coast Guard Service, &c. - - - - -	996,170 - -	1,091,630 - -
Clothing, &c., for the Fleet, Coast Guard Service, &c. - - - - -	196,889 - -	320,980 - -
	1,193,059 - -	1,412,610 - -
Abate,—		
Estimated Amount of charges against Officers, &c. for Issues, as above - -	224,202 - -	240,342 - -
TOTAL VOTE - - - £.	968,857 - -	1,172,268 - -

VOTE 3.

ADMIRALTY OFFICE.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the EXPENSES of the ADMIRALTY OFFICE.

One Hundred and Fifty-nine Thousand Three Hundred and Sixty-eight Pounds.

II. SUB-HEADS under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.	Actual Expenditure in 1868-69.
	£.	£.	£.	£.	£.
A.—SALARIES, WAGES, AND ALLOWANCES, ADMIRALTY OFFICE -	148,068	157,104	- -	9,036	
B.—RENTS, RATES, AND TAXES - - - - - ditto - -	2,600	2,600	—	—	
C.—FUEL AND LIGHT - - - - - - - ditto - -	1,700	1,700	—	—	
D.—TRAVELLING EXPENSES - - - - - - ditto - -	4,000	4,300	- -	300	
E.—CARRIAGE OF PARCELS AND CONTINGENCIES, ADMIRALTY OFFICE - - - - - - - - - - - - -	3,000	3,000	—	—	
£.	159,368	168,704	- -	9,336	181,413

NET DECREASE - - - £. 9,336.

The amount required for 1870-71 includes £. 4,106 transferred from Votes Nos. 1, 4, and 6. The real Decrease is therefore £. 13,442.

III. DETAILS of the above.

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
SALARIES of the LORDS COMMISSIONERS for executing the Office of Lord High Admiral of Great Britain and Ireland, viz.:	£. s. d.	£. s. d.
First Lord (with a House) - - - - - - £. 4,500 - -		
Senior Naval Lord* (with a House) - - - - - 1,500 - -		
Third Lord and Controller* (without Houses) - - - - - - 1,500 - -		
Junior Naval Lord* (without Houses) - - - 1,000 - -		
Civil Lord - - - (without Houses) - - - - - - 1,000 - -		
	9,500 - -	9,500 - -
Allowances to Third Lord and Junior Naval Lord in lieu of a House - -	400 - -	400 - -
Allowances in lieu of Oil, to the amount of 643 *l.*, formerly paid out of Item C. of this Vote to the Members of the Board, the Financial Secretary and the Permanent Secretary have been discontinued.		
Financial Secretary (without a House) - - - - - - - - - - -	2,000 - -	2,000 - -
Permanent Secretary (with a House) - - - - - - - - - - -	1,500 - -	1,500 - -
Private Secretary to the First Lord * - - - - - - - - - - -	300 - -	300 - -
Captain, R.N. attached to the Admiralty for Coast Guard, Reserve, &c., business † -	365 - -	Provided under Vote 4.
Carried forward - - - £.	14,065 - -	13,700 - -

* In addition to Half-pay.

† In addition to Full Pay.

Vote 3.—ADMIRALTY OFFICE—*continued.*

		REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
		£. s. d.	£. s. d.
Brought forward		14,065 – –	13,700 – –
DEPARTMENT OF THE SECRETARY.			
CLERKS on the former Establishment of the Department of the Secretary:			
1 Chief Clerk, from 1,000 *l.* to 1,100 *l.* per annum	£.		
6 First Class Clerks, from 650 *l.* to 900 *l.* per annum			
12 Second Class Clerks, from 350 *l.* to 550 *l.* per annum			
18 Third Class Clerks, 1st Section, from 250 *l.* to 350 *l.* per annum			
18 Third Class Clerks, 2nd „ from 100 *l.* to 250 *l.* per annum	17,616		
4 Digest Writers, from 200 *l.* to 350 *l.* per annum			
Librarian, from 150 *l.* to 250 *l.* per annum			
CLERKS on the former Establishment of the Controller of the Navy:			
2 First Class Clerks, 1st Section, from 670 *l.* to 800 *l.* per annum			
1 Ditto 2nd „ from 520 *l.* to 650 *l.* per annum			
6 Second Class Clerks, from 315 *l.* to 500 *l.* per annum	6,097	27,011 – –	28,962 – – (Establishment under revision.)
8 Third Class Clerks, from 100 *l.* to 300 *l.* per annum			
CLERK on the former Establishment of the Comptroller General of Coast Guard:			
1 Second Class Clerk, from 315 *l.* to 500 *l.* per annum	407		
TOTAL COST £.	24,120		
Add,—Amount required for temporary employment of Writers, and for Salaries of Clerks provisionally employed in lieu of Writers	2,891		
Director of Naval Ordnance, and Assistant to the Controller*		1,000 – –	1,000 – –
CONSTRUCTIVE AND ENGINEERING DEPARTMENT:			
Chief Constructor of the Navy (increase of salary not to be continued to successor)		1,500 – –	1,200 – –
Surveyor of Factories and Workshops and Consulting Engineer (office abolished)		—	800 – –
Surveyor and Inspector of Contract Work	£. 600 – –		
Allowance to Inspector for House Rent	100 – –		
Allowance for Superintending Ships Building by Contract (formerly provided for under Vote, No. 10, Section 2)	52 – –	752 – –	752 – –
Three Assistant Constructors of the Navy, at 600 *l.* a year		1,800 – –	1,800 – –
Engineer Assistant	£. 600 – –		
Allowance as Consulting Engineer	150 – –	750 – –	600 – –
†Inspector of Machinery Afloat, Full Pay	450 – –		
†Inspector of Machinery Afloat, Civil Allowance	250 – –	700 – –	200 – –
Professional Secretary to Chief Constructor		550 – –	550 – –
Visiting Timber Inspector (in lieu of Timber Inspectors, 1,300 *l.*, provided last year under Vote, No. 6,)		600 – –	—
Examiners of Dockyard Work, One at £. 450 – –			
Examiners of Dockyard Work, „ 350 – –		800 – –	800 – –
Draughtsmen, Chief, from 400 *l.* to 500 *l.* per annum	£. 410 – –		
Draughtsmen, Two 2nd Class, from 300 *l.* to 400 *l.* per annum	619 – –		
Draughtsmen, Seven 3rd ditto, from 180 *l.* to 300 *l.* „	1,400 – –	2,429 – –	2,986 – –
Writer and Calculator, from 315 l. to 500 l. per annum		—	475 – –
Two Modellers, at 10 *s.* a day each		313 – –	313 – –
Carried forward £.		52,270 – –	54,138 – –

* In addition to Half-pay. † Borne on the books of Her Majesty's ship "Pisgard," and Full Pay provided for last year under Vote, No. 1.

Vote 3.—Admiralty Office—*continued.*

	£.		REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £. s. d.
Brought forward			52,270 – –	54,138 – –
Naval Store Branch:				
Superintendent of Naval Stores			800 – –	
Clerks on the Establishment:				
1 Senior Clerk, from 400 *l.* to 600 *l.* per annum 4 Clerks, from 100 *l.* to 300 *l.* per annum		1,300		6,800 – – (Establishment under revision).
Add,—			* 1,625 – –	
Amount required for Salaries of Clerks provisionally employed in lieu of Writers		325		
Two Examiners of Store Accounts, from 250 *l.* to 300 *l.* per annum			519 – –	
Victualling Store Branch:				
Comptroller of Victualling			– – –	1,300 – –
Superintendent of Victualling			850 – –	—
Clerks on the Establishment:				
1 Senior Clerk, from 400 *l.* to 600 *l.* per annum 4 Clerks, from 100 *l.* to 300 *l.*		1,300		
Add,—			*1,897 – –	15,028 – –
Amount required for temporary employment of Writers, and for Salaries of Clerks provisionally employed in lieu of writers		597		
Purchase and Contract Department:				
Superintendent of Contracts			1,000 – –	850 – –
Clerks on the Establishment:				
1 Superintending Clerk, at 650 *l.* per annum 2 Senior Clerks, from 400 *l.* to 600 *l.* per annum 9 Clerks, from 100 *l.* to 300 *l.* per annum		3,450		
Add,—			4,077 – –	2,200 – – (Establishment under revision).
Amount required for temporary employment of Writers, and for Salaries of Clerks provisionally employed in lieu of Writers		627		
Custodian of Store Patterns			150 – –	—
Carried forward £.			63,188 – –	80,316 – –

* The Audit of Naval, Victualling, Medical, and Transport Store Accounts transferred to the Department of the Accountant General.

Vote 3.—Admiralty Office—*continued.*

		REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
		£. s. d.	£. s. d.
Brought forward		63,188 – –	80,316 – –
Department of the Accountant General:			
Accountant General of the Navy and Comptroller of Navy Pay		1,300 – –	1,300 – –
Deputy Accountant General of the Navy		1,000 – –	1,000 – –
Deputy Comptroller of Navy Pay		1,000 – –	—
Clerks on the Establishment:			
5 Chief Clerks, at 850 *l.* per annum 41 Senior Clerks, from 400 *l.* to 600 *l.* per annum 93 Clerks, from 100 *l.* to 300 *l.* per annum	£. 43,525		
Add,—			
Amount required for temporary employment of Writers, and for Salaries of Clerks provisionally employed in lieu of Writers	13,965	* 56,473 – –	45,000 – –
	£. 57,490		
Abate,—			
Cost of Greenwich Hospital Branch to be borne by the Funds of the Hospital	1,017		
Allowance to Estimate Clerks		200 – –	
Inspector of Yard Accounts		650 – –	850 – –
Assistant to Inspector of Yard Accounts		– –	500 – –
A "Foreman of the Yard," employed in connexion with Manufacturing Accounts		400 – –	—
Department of the Medical Director General:			
Medical Director General of the Navy		1,300 – –	1,300 – –
Deputy Inspector General, R.N., borne on the books of H.M.S. "Fisgard," Full Pay	£. 584		
Allowance in lieu of a Servant	18	602 – –	(Provided for under Vote No. 1.)
Clerks on the Establishment:			
1 Senior Clerk, from 400 *l.* to 600 *l.* per annum 4 Clerks, from 100 *l.* to 300 *l.* per annum	£. 1,300		
Add,—			
Amount required for temporary employment of Writers, and for Salaries of Clerks provisionally employed in lieu of Writers	452	* 1,752 – –	3,050 – –
Carried forward	£.	127,865 – –	133,316 – –

* The Audit of Naval, Victualling, Medical, and Transport Store Accounts transferred to the Department of the Accountant General.

VOTE 3.—ADMIRALTY OFFICE—*continued.*

		REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
		£. s. d.	£. s. d.
Brought forward - - -		127,865 – –	133,316 – –
DEPARTMENT of the DIRECTOR of TRANSPORTS:			
Director of Transports - - - - - - - - - - - - -		1,200 – –	1,200 – –
Military Officer to assist the Director of Transports - - - - - - - -		365 – –	365 – –
CLERKS ON THE ESTABLISHMENT:			
2 Senior Clerks, from 400 *l.* to 600 *l.* per annum - - - - - -	£.		
4 Clerks, from 100 *l.* to 300 *l.* per annum - - - - - - -	1,800		
Add,—			
Amount required for temporary employment of Writers, and for Salaries of Clerks provisionally employed in lieu of Writers - - - - -	635		
	2,435		
FOR INDIA OVERLAND TROOP SERVICE:			
First Class Clerk, First Section, from 670 *l.* to 800 *l.* per annum -			
2 Second Class Clerks, from 315 *l.* to 500 *l.* per annum - - -		*2,435 – –	6,152 – –
5 Third Class Clerks, from 100 *l.* to 300 *l.* per annum - - - -	2,541		
Temporary employment of Writers - - - - - - - -			
	4,976		
Abate,—			
Repayment to be made by Indian Government - - - - - -	2,541		
DEPARTMENT of the DIRECTOR of WORKS:			
Director of Engineering and Architectural Works - - - - - - - -		1,300 – –	1,300 – –
	£.		
Assistant Engineer and Chief Draughtsman, from 600 *l.* to 700 *l.* per annum	620		
Examiner of Accounts, Returns, &c., from 600 *l.* to 700 *l.* per annum - -	620		
Principal Clerk, from 400 *l.* to 600 *l.* per annum - - - - - (salary of successor will be reconsidered).	450		
Clerk and Accountant, from 100 *l.* to 300 *l.* per annum - - - -	230		
Chief Draughtsman, from 350 l. to 500 l. per annum - - - - -	—	4,587 – –	4,900 – –
Draughtsman, from 200 *l.* to 300 *l.* per annum - - - - - -	215		
Clerk of the Works, from 190 l. to 220 l. per annum - - - - -	—		
Temporary Employment of Clerks and Draughtsmen - - - -	2,452		
Allowance for House Rent to Clerk of the Works - - - - -	—		
BUILDINGS BRANCH of the late COAST GUARD OFFICE:			
Surveyor of Coast Guard Buildings - - - - - - - -	500		
Draughtsman, from 200 *l.* to 250 *l.* per annum - - - - -	230	1,104 – –	(Provided for under Vote, No. 4.)
Temporary employment of Clerks and Draughtsmen - - - -	374		
Carried forward - - - £.		138,856 – –	147,233 – –

* The Audit of Naval, Victualling, Medical, and Transport Store Accounts transferred to the Department of the Accountant General.

VOTE 3.—ADMIRALTY OFFICE—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
Brought forward - - -	138,856 – –	147,233 – –
MESSENGERS, &c.		
DEPARTMENT of the SECRETARY:		
Head Messenger - - - - - - - - - - - - - -		
Allowance to ditto as Office Keeper - - - - - - - - - - -		
Ditto, to cover the Wages of Female Servants - - - - - - - -		
1st Class Messengers: 3 at 150 *l.* per annum, and 4 at 120 *l.* per annum - - -		
2nd Class Messengers, 7, from 90 *l.* to 100 *l.* per annum - - - - - - -		
3rd Class Messengers, 7, from 75 *l.* to 85 *l.* per annum - - - - - - -		
2 Extra Messengers, 1 Boy Messenger, 3 Labourers, Police Constable, Assistant to Librarian, Binder on Day Pay, and Messengers' Allowances - - - - -		
Printer, including Assistance - - - - - - - - - - - - -		
DEPARTMENTS of the PRINCIPAL OFFICERS:	9,871 – –	9,871 – –
Head Messenger, at 150 *l.* per annum - - - - - - - - - -	(Revision of Establishment not completed.)	
1st Class Messengers, at 100 *l.* per annum - - - - - - - - -		
2nd Class Messengers, from 85 *l.* to 90 *l.* per annum - - - - - - - -		
3rd Class Messengers, from 70 *l.* to 80 *l.* per annum - - - - - - - -		
Deptford and Woolwich Messenger - - - - - - - - - - -		
Boy Messengers, Labourers, &c. - - - - - - - - - - - -		
Allowances to Messengers for Charge of Repositories, Cleaning Rooms, &c. - -		
Clothing for Porter *and Assistant Porter* - - - - - - - - - -		
Attendance of Police Officers, and extra Allowances to Messengers, for Watching at Night and Attendance on Sundays - - - - - - - - - -		
Housekeeper - - - - - - - - - - - - - - -		
Housekeeper's Servants - - - - - - - - - - - - -		
£.	148,727 – –	157,104 – –
Abate,—		
Amount to be contributed out of the funds of Greenwich Hospital, being a commuted Rate for the Work performed in the several Departments of the Admiralty in connexion with Greenwich Hospital business, exclusive of the Cost of the Greenwich Hospital Branch of the Accountant General's Office - - - - - - - -	659 – –	—
A.—SALARIES, WAGES, and ALLOWANCES, ADMIRALTY OFFICE - - - £.	148,068 – –	157,104 – –
B.—Rents, Rates, and Taxes - - - - - - - - - - - - - -	2,600 – –	2,600 – –
C.—Fuel and Lighting, including Gas - - - - (*Vide* Note at page 14.)	1,700 – –	1,700 – –
D.—Travelling Expenses, &c. of Officers of the Admiralty on the Public Service -	4,000 – –	4,300 – –
E.—Carriage of Parcels, &c. and Contingencies, Admiralty Office - - - - -	3,000 – –	3,000 – –
TOTAL - - - £.	159,368 – –	168,704 – –

The amount required for 1870–71 includes £. 4,106 transferred from Votes Nos. 1, 4, and 6. The real Decrease is therefore £. 13,442.

Vote 4.

COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, AND ROYAL NAVAL RESERVE.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the Expenses of the Coast Guard Service, Royal Naval Coast Volunteers, and Royal Naval Reserve.

One Hundred and Ninety-six Thousand, Nine Hundred and Fifty-five Pounds.

II. Sub-Heads under which this Vote will be accounted for.

	1870–71.	1869–70.	INCREASE.	DECREASE.	Actual Expenditure, in 1868–69.
	£.	£.	£.	£.	£.
A.—SALARIES, WAGES, AND ALLOWANCES, COAST GUARD OFFICE	- -	2,058	—	2,058	
B.—RENTS, RATES, AND TAXES, COAST GUARD OFFICE	—	—	—	—	
C.—TRAVELLING EXPENSES AND SUBSISTENCE ALLOWANCES, COAST GUARD OFFICE	- -	200	—	200	
D.—CONTINGENCIES, COAST GUARD OFFICE	—	—	—	—	
E.—PAY AND ALLOWANCES OF OFFICERS AND MEN, COAST GUARD ESTABLISHMENTS ON SHORE	- -	20,559	—	20,559	
F.—RENTS, RATES, TAXES, AND INSURANCE OF BUILDINGS, COAST GUARD ESTABLISHMENTS ON SHORE	31,100	34,700	—	3,600	
G.—TRAVELLING EXPENSES, AND REMOVAL OF OFFICERS AND MEN AND THEIR FAMILIES, COAST GUARD ESTABLISHMENTS ON SHORE, &c.	13,800	16,500	—	2,700	
H.—FUEL AND LIGHT, COAST GUARD ESTABLISHMENTS ON SHORE	4,300	4,800	—	500	
I.—CONTINGENCIES, COAST GUARD ESTABLISHMENTS ON SHORE	4,900	4,801	99	—	
K.—DRILL OF THE COAST GUARD AND ROYAL NAVAL RESERVE	1,800	3,650	—	1,850	
L.—ROYAL NAVAL COAST VOLUNTEERS; WAGES, BOUNTY MONEY, BILLETING, &c.	11,500	14,000	—	2,500	
M.—ROYAL NAVAL RESERVE; WAGES, ALLOWANCES, &c.	129,055	122,805	6,250	—	
N.—SEAMAN PENSIONER RESERVE	500	- -	500	—	
£.	196,955	224,073	6,849	33,967	236,506

Net Decrease - - - £. 27,118.

III. Details of the above Charges.

	NUMBER. 1870/71.	NUMBER. 1869/70.		REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £. s. d.
COAST GUARD SERVICE:					
DEPARTMENT OF THE CONTROLLER GENERAL:					
Captain, R.N. Borne on the books of Her Majesty's Ship "Fisgard," for Service at Whitehall, and paid Sea Pay, under Vote No. 1				Provided for under Vote 3.	365 - -
Clerks on the Establishment:					
1st Class, 2nd Section	-	1	from 520*l.* to 650*l.* per annum	Provided for under Vote 3.	563 - -
2nd Class	-	1	„ 315*l.* to 500*l.* „		480 - -
	-	2			
Salaries £.	-	1,043			
Carried forward £.				- - -	1,408 - -

VOTE 4.—COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, AND ROYAL NAVAL RESERVE—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
COAST GUARD SERVICE—*continued.*	£. s. d.	£. s. d.
Brought forward		1,408 – –
Surveyor of Coast Guard Buildings (Director of Works Department) from 350 l. to 500 l. per annum	– – –	500 – –
Messengers, Two 3rd Class, from 70 l. to 80 l. per annum	– – –	150 – –
A.—SALARIES, WAGES, AND ALLOWANCES, COAST GUARD OFFICE £.	– – –	2,058 – –
B.—Rents, Rates, and Taxes, Coast Guard Office	Provided for under Vote 3. —	—
C.—Travelling Charges and Subsistence Allowances	– – –	200 – –
D.—Fuel and Lighting, and other Contingent Expenses	—	—
CIVIL OFFICERS and ESTABLISHMENTS on SHORE:		
Pay and Allowances of the undermentioned Officers and Men to be employed in Her Majesty's Coast Guard Service, on Shore, *and not borne on Ships' Books, viz.:*		
16 *Persons serving as Inspecting Officers of Divisions* — *2 at 219 l. per annum* £. 438 – –		
1 at 182 l. 10 s. „ 182 – –	– – –	2,518 – –
13 at 146 l. „ 1,898 – –		
17 *Persons serving as Officers in command of Stations* — *at various rates of Pay, from 100 l. to 200 l. per annum*	– – –	2,171 – –
236 *Chief Boatmen, Commissioned and other Boatmen, at various rates of Pay, from 54 l. 15 s. to 73 l. per annum*	– Nil –	13,468 – –
17 *Mounted Guard:*		
5 *Serjeants at 91 l. 5 s. per annum* £. 456 – –		
5 *Corporals at 82 l. 2 s. 6 d. per annum* 410 – –	– – –	1,377 – –
7 *Privates at 73 l. per annum* 511 – –		
14 *Non-Commissioned Officers of Marines employed as Clerks on Shore at 24 s. or 27 s. a week each, in addition to their Pensions, and 2 Clerks to assist Inspecting Commanders*	Provided for under Vote 1.	1,025 – –
300 E.—PAY and ALLOWANCES of OFFICERS and MEN, COAST GUARD ESTABLISHMENTS on SHORE £.	– – –	20,559 – –
Rents and Insurances of Buildings (Stations, Officers' Houses, and Boatmen's Cottages) Lodging Allowances to Officers and Men unprovided with Quarters	30,000 – –	33,000 – –
Rates and Taxes	1,100 – –	1,700 – –
F.—RENTS, RATES, TAXES and INSURANCES of BUILDINGS, COAST GUARD ESTABLISHMENTS on SHORE £.	31,100 – –	34,700 – –

VOTE 4.—COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, AND ROYAL NAVAL RESERVE—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
COAST GUARD SERVICE—*continued.*	£. s. d.	£. s. d.
Allowances to Inspecting Officers of Divisions on Visiting Duty	7,000 – –	7,000 – –
Expenses of removing Officers and Men and their Families from one Station to another	2,500 – –	4,000 – –
Allowances to Inspecting Officers of Divisions for the Keep of Horses, and Forage Allowances to the Mounted Guard	4,300 – –	5,500 – –
G.—TRAVELLING EXPENSES, and REMOVAL of OFFICERS and MEN and their FAMILIES £.	13,800 – –	16,500 – –
H.—Fuel and Light, Coast Guard Establishments on Shore	4,300 – –	4,800 – –
Stationery Allowances (including Coast Guard Tenders)	900 – –	1,300 – –
Postage and other Contingent Expenses (including Coast Guard Tenders and Royal Naval Coast Volunteers)	4,000 – –	3,501 – –
I.—CONTINGENCIES, COAST GUARD ESTABLISHMENTS on SHORE £.	4,900 – –	4,801 – –
K.—DRILL OF THE COAST GUARD AND ROYAL NAVAL RESERVE:		
Drilling Men belonging to the Coast Guard to the use of the Great Gun	– – –	1,650 – –
Remuneration to Officers of the Coast Guard who are in charge of Batteries when Drilling Royal Naval Reserve Men	1,000 – –	
The Erection and Repair of Batteries for Drilling the Men of the Coast Guard	– – –	2,000 – –
Ditto - ditto - Men of the Royal Naval Reserve	800 – –	
£.	1,800 – –	3,650 – –
TOTAL for the COAST GUARD SERVICE £.	55,900 – –	87,268 – –

NOTE.—In addition to the Amount provided in the foregoing Vote for the Coast Guard Service, amounting to £. 55,900 – –

The following Sums are likewise included in the undermentioned Votes of the Navy Estimates for Expenses on account of that Service, viz.:—

	Under Vote.	£. s. d.	£. s. d.
Sea-pay to Officers and Crews borne on the Books of Her Majesty's Ships and Vessels to be employed in the Coast Guard Service on Shore and in Cruizers	No. 1.	217,250 – –	
Victuals, &c. for ditto	No. 2.	114,292 – –	
Local Purchases of Naval Stores at Coast Guard Stations, and Supplies of ditto to Stations, and Cruizers	No. 10. (Sec. 1.)	20,000 – –	
New Works and Repairs of Buildings, &c.	No. 11.	13,000 – –	
Medical Attendance, Medicines, &c.	No. 12.	9,000 – –	
Allowances to Ministers of Religion	No. 14.	523 – –	
Civil Pensions of Coast Guard Officers and Men	No. 16.	55,822 – –	
			429,887 – –
TOTAL CHARGE for the COAST GUARD SERVICE £.			485,787 – –

TOTAL Number of OFFICERS and MEN to be Employed in Her MAJESTY'S COAST GUARD SERVICE on Shore, whose Pay is provided for under Vote No. 1.

	Number.
Inspecting Commanders	48
Divisional Officers	33
Paymasters	11
Station Officers	243
Chief Boatmen in Charge, Chief Boatmen, Commissioned Boatmen, and Boatmen, Divisional Carpenters, &c.	3,965
	4,300

VOTE 4.—COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, AND ROYAL NAVAL RESERVE—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
L.—ROYAL NAVAL COAST VOLUNTEERS:		
(WAGES, BOUNTY MONEY, BILLETING, &c.)	£. s. d.	£. s. d.
Bounty Money to Volunteers, from 1 *l* 1 *s.* to 1 *l.* 6 *s.* per man per annum, Conduct Money, Expenses of Billeting, and Wages when afloat, at 1 *s.* 7 *d.* a day - -	11,500 - -	14,000 - -
NOTE.—A sum of 2,571 *l.* is taken under Vote No. 2, for the Victualling and Clothing of the Royal Naval Coast Volunteers when on drill *afloat* (provision being made for 2,800 in number).		
M.—ROYAL NAVAL RESERVE:		
(WAGES, ALLOWANCES, &c.)		
Subsistence Allowances for Officers of the Royal Naval Reserve whilst under Drill (under Act 24 & 25 Vict. c. 129) - - - - - £. s. d. 500 - -	- - -	500 - -
Annual Retainer to Seamen of the Royal Naval Reserve, at 6 *l.* per man per annum - - - - - - £. s. d. 80,000 - -		
Drill Pay at 1 *s.* 4 *d.* a day, and Lodging Allowance at 4 *d.* a day - - - - - - - - - - 34,305 - -		
114,305 - -	*122,805 - -	114,305 - -
Medical Fees for Examination of Men; Targets, Repair of Arms, Stationery, and Miscellaneous Expenses - - - - - - 1,000 - -		1,000 - -
Travelling Expenses of Officers enrolling Men, and of Men to and from Drill - - - - - - - - - - - - 2,000 - -		2,000 - -
Fees to Deputy Registrars of the Royal Naval Reserve for enrolling Men, &c., and for Clerks, Messengers, &c. - - - - - - 5,000 - -		5,000 - -
Arrears of Fees to Deputy Registrars, &c., for five quarters, in consequence of change in time of payment - - - - - - - - - - - - - - 6,250 - -		
£.	129,055 - -	122,805 - -
N.—SEAMAN PENSIONER RESERVE:		
Preliminary Expenses for Enrolling a Seaman Pensioner Reserve - - - -	500 - -	—

* No alteration has been made in the gross Estimate, but the changes recommended by the late Committee may cause some modifications in the Details.

	Under Vote.	£. s. d.	£. s. d.
NOTE.—In addition to the Amount provided in the foregoing Vote for the Royal Naval Reserve, amounting to - - - - - - - - - - - - - - - - - -			129,055 - -
The following Sums are likewise included in the undermentioned Votes of the Navy Estimates for Expenses on account thereof, viz.:—			
Sea-pay to Officers and Crews of Her Majesty's Ships "Castor," "Brilliant," "Trincomalee," "Dædalus," "Durham," "Eagle," "President," and "Winchester," used as Drill Ships for the Royal Naval Reserve - - - - - - - - - -	No. 1.	24,952 - -	
Victuals, &c. for ditto - - - - - - - - - - -	No. 2.	8,299 - -	
Ditto for the Royal Naval Reserve when on Drill *afloat* - - -	No. 2.	25,386 - -	
Supplies of Naval Stores for the above Ships - - - - - -	No. 10. (Sec. 1.)	1,095 - -	
Repairs to ditto - - - - - - - - - - - -	No. 10. (Sec. 2.)	1,600 - -	
Medical Attendance, Medicines, &c. - - - - - - - -	No. 12.	358 - -	
			61,690 - -
TOTAL CHARGE for the ROYAL NAVAL RESERVE - - - - £.			190,745 - -

VOTE 5.

SCIENTIFIC BRANCH.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the EXPENSES of the SCIENTIFIC BRANCH.

Sixty-eight Thousand Seven Hundred and Ninety-four Pounds.

II. SUB-HEADS under which this Vote will be accounted for.

	1870–71.	1869–70.	INCREASE.	DECREASE.	Actual Expenditure in 1868–69.
	£.	£.	£.	£.	£.
A.—SALARIES, WAGES, AND ALLOWANCES, ROYAL OBSERVATORY	2,800	2,763	37	—	
B.—CONTINGENCIES - - - - - - - DITTO - -	1,917	1,765	152	—	
B.B.—FOR INSTRUMENTS AND CLOCKS REQUIRED FOR THE OBSERVATIONS OF THE TRANSIT OF VENUS IN 1874	1,540	—	1,540	—	
C.—OBSERVATORY AT THE CAPE OF GOOD HOPE - - -	1,870	1,923	—	53	
D.—MAGNETIC AND METEOROLOGICAL DEPARTMENT - -	1,210	1,110	100	—	
E.—NAUTICAL ALMANACK - - - - - - - - -	2,407	2,466	—	59	
F.—CHRONOMETERS - - - - - - - - - -	1,000	1,000	—	—	
G.—COMPASS DEPARTMENT - - - - - - - -	1,788	862	926	—	
H.—REWARDS, EXPERIMENTS, &c., FOR SCIENTIFIC PURPOSES	1,000	500	500	—	
I.—DIRECTOR OF EDUCATION FOR THE ADMIRALTY - -	1,394	1,002	392	—	
K.—SCHOOL OF NAVAL ARCHITECTURE - - - - -	1,695	1,569	126	—	
L.—ROYAL UNITED SERVICE INSTITUTION - - - -	300	300	—	—	
M.—LIBRARIES AND MUSEUMS AT HASLAR AND PLYMOUTH HOSPITALS - - - - - - - - - -	100	100	—	—	
N.—SALARIES, WAGES, AND ALLOWANCES, HYDROGRAPHICAL DEPARTMENT - - - - - - - - - -	7,595	6,130	1,465	—	
O.—DRAWING, ENGRAVING, PRINTING, AND MOUNTING CHARTS - - - - - - - - - - -	11,000	11,500	—	500	
P.—CONTINGENCIES, HYDROGRAPHICAL DEPARTMENT - -	750	750	—	—	
Q.—COAST AND OTHER SURVEYS (HIRE OF SHIPS, EXTRA PAY, &c.) - - - - - - - - - -	25,043	26,263	—	1,220	
R.—ESTABLISHMENT FOR SCIENTIFIC EDUCATION AT PORTSMOUTH, AND EXAMINATION OF CADETS AT GREENWICH HOSPITAL - - - - - - - - - -	5,385	2,817	2,568	—	
£.	68,794	62,820	7,806	1,832	63,069

NET INCREASE - - - £. 5,974

The Amount required for 1870–71 includes 4,822 *l.* transferred from Vote No. 1.

The REAL INCREASE is, therefore, £. 1,152.

III. DETAILS of the above.

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
ROYAL OBSERVATORY:	£. s. d.	£. s. d.
Astronomer Royal - - - - - - - -	1,000 – –	1,000 – –
First Assistant to ditto - - - - - - -	400 – –	400 – –
Third ditto - ditto - - - - - - -	230 – –	230 – –
Fourth ditto - ditto - - - - - - -	180 – –	180 – –
Fifth ditto - ditto - - - - - - -	170 – –	170 – –
Sixth ditto - ditto - - - - - - -	170 – –	170 – –
Seventh ditto - ditto - - - - - - -	170 – –	170 – –
Supernumerary Computers - - - - - -	350 – –	320 – –
Wages of Labourer, Watchman, and Gate Porter - -	130 – –	123 – –
A.—SALARIES, WAGES, AND ALLOWANCES, ROYAL OBSERVATORY - - - - - - -	2,800 – –	2,763 – –

VOTE 5.—SCIENTIFIC BRANCH—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
ROYAL OBSERVATORY—*continued.*	£. s. d.	£. s. d.
Expenses of Board of Visitors	70 – –	70 – –
Allowances to Assistants in lieu of Houses	220 – –	220 – –
Taxes, Rates, Fuel, Repairs, and other contingent Expenses	1,200 – –	1,000 – –
Galvanic Contingencies	100 – –	100 – –
Expenses of Signal Time Ball at Deal	85 – –	85 – –
Maintaining Telegraph Wires from the Royal Observatory to the Greenwich Railway Station	25 – –	25 – –
Extraordinary Expenses:		
Repairs of Earth Boards and Fences in difficult parts of the Grounds	40 – –	—
Iron Door to the Equatorial Room of the South-east Dome	12 – –	—
Painting the Interior of the principal Room of the Dwelling House	85 – –	85 – –
Experimental Clock	30 – –	50 – –
Instrument for Testing the Theory of Astronomical Observations	50 – –	50 – –
Expense of inclosing and levelling, &c. additional Grounds from Greenwich Park for the Royal Observatory	– – –	80 – –
B.—CONTINGENCIES, ROYAL OBSERVATORY	1,917 – –	1,765 – –
£.	4,717 – –	4,528 – –
B.B.—FOR INSTRUMENTS AND CLOCKS REQUIRED FOR THE OBSERVATIONS OF THE TRANSIT OF VENUS IN 1874	1,540 – –	—
C.—OBSERVATORY AT THE CAPE OF GOOD HOPE:		
Astronomer	600 – –	600 – –
First Assistant to ditto	400 – –	400 – –
Second Assistant to ditto	250 – –	250 – –
Labourer	80 – –	80 – –
Clerical Assistance in copying and computing the Meridian Work, &c.	262 – –	262 – –
Incidental Expenses	94 – –	94 – –
Attending to Simon's Bay Time Ball for Her Majesty's Ships	37 – –	37 – –
Printing Astronomical Observations	100 – –	100 – –
For New Room to be added to one of the Cottages	– – –	100 – –
Repairs of Instruments, and of the Culverts, &c. in the Observatory Grounds	47 – –	—
£.	1,870 – –	1,923 – –
D.—MAGNETIC AND METEOROLOGICAL DEPARTMENT:		
ROYAL OBSERVATORY, GREENWICH:		
Superintendent	300 – –	300 – –
Assistant	120 – –	120 – –
Supernumerary Computers	150 – –	150 – –
Allowance to the Superintendent in lieu of a house	40 – –	40 – –
Repairs of Instruments, New Instruments, and current Expenses of all kinds	250 – –	250 – –
Reduction of Meteorological Observations	85 – –	—
OBSERVATORY AT THE CAPE OF GOOD HOPE:		
Two Assistants { One at	150 – –	150 – –
Two Assistants { One at	100 – –	100 – –
New Instruments	15 – –	—
£.	1,210 – –	1,110 – –

No. 5.—Scientific Branch—*continued.*

			REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
			£. s. d.	£. s. d.
E.—NAUTICAL ALMANACK:				
Salary of the Superintendent			500 – –	500 – –
		£. s. d.		
Computers	Chief Assistant, from £.250 to £.300 per annum	259 – –	1,707 – –	1,766 – –
	3 First Class, from £.180 to £.230 per annum	654 – –		
	7 Second Class, from £.70 to £.150 per annum	794 – –		
Rent, &c. for the Office in Verulam Buildings			100 – –	100 – –
For Sundries			100 – –	100 – –
		£.	2,407 – –	2,466 – –

Number of Nautical Almanacks sold in the Five Years ended the 31st December 1869; viz.:

Year.	Number.
1865	22,045
1866	21,638
1867	20,969
1868	21,045
1869	20,117

F.—CHRONOMETERS:				
For the Purchase, Repair, and other Expenses connected with Chronometers		£.	1,000 – –	1,000 – –
G.—COMPASS DEPARTMENT:				
*Superintendent of Compasses:—Full Pay as Staff Commander, R.N.	£. 301			
Civil Allowance	182		483 – –	182 – – (Sea Pay provided under Vote No. 1.)
Assistant to ditto			125 – –	125 – –
*Full Pay of a Navigating Lieutenant, R.N. engaged on Compass Duties			255 – –	Provided under Vote No. 1.
Rent of Ground			45 – –	45 – –
Contingent Expenses			60 – –	60 – –
Purchase and Repair of Standard Compasses			300 – –	300 – –
Repairs to Compass Observatory			– – –	30 – –
For providing a Compass Store, and removing Observatory from Woolwich to Deptford Victualling Yard			400 – –	—
Travelling Expenses in connection with the adjustment of Compasses of Her Majesty's Ships			120 – –	120 – –
		£.	1,788 – –	862 – –

* Borne on the books of Her Majesty's ship "Fisgard."

No. 5.—Scientific Branch—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
H.—REWARDS, EXPERIMENTS, &c.:	£. s. d.	£. s. d.
Rewards, Experiments, and other Expenses for Scientific Purposes	1,000 – –	500 – –
(For Return of Expenditure of 1868-69, *see* Appendix, No. 8, p. 176).		
I.—DIRECTOR OF EDUCATION FOR THE ADMIRALTY:		
For Salary of the Director of Education for the Admiralty £. s. d. 650 – –		
For Commuted Allowance for Subsistence to ditto 250 – –		
	900 – –	900 – –
(Paid in addition for professional attendance at the Science and Art Department of the Committee of Council on Education, South Kensington, in the capacity of Inspector General of the School of Naval Architecture, a salary of 200 *l.* per Annum.)		
*Chaplain, R.N., to assist the Director of Education, Full Pay and Allowance	392 – –	(Provided under Vote No. 1.)
For Travelling Expenses of the Director and his Assistant	102 – –	102 – –
£.	1,394 – –	1,002 – –
K.—SCHOOL OF NAVAL ARCHITECTURE:		
Fees for Students at 25 *l.* each	750 – –	750 – –
Maintenance of Students at 1 *l.* 1 *s.* a week each	945 – –	819 – –
Note.—The amount requisite to make up the deficiency in the cost of the School, which is not supplied by the Fees for the Admiralty and Public Students, is taken in the Votes of the Science and Art Department (Civil Service Estimates).		
£.	1,695 – –	1,569 – –
L.—ROYAL UNITED SERVICE INSTITUTION:		
Annual Contribution towards the Funds of the above Institution £.	300 – –	300 – –
M.—LIBRARIES AND MUSEUMS AT HASLAR AND PLYMOUTH HOSPITALS:		
For an Outlay on Books and Specimens for the Libraries and Museums at Haslar and Plymouth Hospitals £.	100 – –	100 – –

* Borne on the books of Her Majesty's ship "Fisgard."

No. 5.—Scientific Branch—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
HYDROGRAPHICAL DEPARTMENT:		
Hydrographer *	1,000 – –	1,000 –
Chief Naval Assistant, and in charge of the Magnetic Department *	500 – –	500 – –
Two Civil Assistants (One at 600 *l.*, One at 450 *l.*)	1,050 – –	1,050 –
Civil Assistant for Pilotage Duties - from £. 315 to £. 500 a year	368 – –	353 – –
Naval Assistant * (to be borne on Ship's Books on a new appointment)	422 – –	422 – –
† Four ditto - (Full-pay as Staff Commanders, R.N.)	1,405 – –	(Provided under Vote No. 1.)
Temporary Assistants preparing Sailing Directions	365 – –	365 – –
Superintendent of Charts *	400 – –	400 – –

Draughtsmen at Salaries varying according to Rank and Length of Service, viz.:

	NUMBER. 1870/71.	NUMBER. 1869/70.			
Chief Draughtsman	1	1	from £. 310 to £. 400 per annum	399 – –	384 – –
1st Class	1	1	„ 310 to 350 „	350 – –	350 – –
2nd „	2	2	„ 210 to 300 „	521 – –	501 – –
3rd „	1	1	„ 150 to 200 „	172 – –	162 – –
	5	5			
Salaries - £.	1,442	1,397			

Extra Draughtsman	150 – –	150 – –
Writer	133 – –	133 – –
Messengers and Packers of Charts:		
1st Class, 1 in No.	120 – –	120 – –
2nd Class, 1 in No., from £. 85 to £. 90 a year	90 – –	90 – –
3rd Class, 2 in No., from £. 70 to £. 80 „	150 – –	150 – –
N.—Salaries, Wages, and Allowances, Hydrographical Department	7,595 – –	6,130 – –
O.—Drawing and Engraving Charts £. 6,000 – – / Printing and Mounting Charts 5,000 – –	11,000 – –	11,500 – –
P.—Instruments, Repairs, Chart Boxes, &c., Books, and Contingencies	750 – –	750 – –

Number of Charts and Books Sold in the Five Years ended the 31st December 1869, and Proceeds of the same, viz.:

Year.	Charts. No.	Books. No.‡	Amount Received and Paid over to Exchequer. £. s. d.
1865	83,324	–	4,100 19 9
1866	99,082	–	5,186 15 10
1867	83,619	–	4,610 2 9
1868	75,277	–	4,009 12 3
1869	75,368	–	4,350 14 1

‡ *Note.*—Books accounted for by Her Majesty's Stationery Office.

Carried forward £.	19,345 – –	18,380 – –

* In addition to Half-pay.

† Borne on the Books of H.M.S. "Fisgard."

No. 5.—Scientific Branch—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
HYDROGRAPHICAL DEPARTMENT—*continued.*	£. s. d.	£. s. d.
Brought forward - - -	19,345 – –	18,380 – –
Hire of Vessels and Boats, for Lodging Money, and other Expenses relating to Coast and other Surveys - - - £. 15,850 – –		
Extra Pay to Surveyors and their Assistants on Home Stations - - - - 2,041 – –		
Extra Pay to Surveyors and their Assistants on Foreign and Colonial Stations - - - - - - - - 7,152 – –		
Q.—Coast and other Surveys (Hire of Ships, Extra Pay, &c.) - - - £.	*25,043 – –	26,263 – –
£.	44,388 – –	44,643 – –

A moiety of the charges for the Australian Surveys of South Australia, and Queensland, is defrayed by these several Colonies; the remaining moiety is provided for under this Vote. The greater part of the cost of the Survey of Victoria (which is carried on in the colonial steamer "Victoria") being defrayed by that Colony, charges on account thereof, to the extent of 2,500 *l.* only, will be borne by Imperial Funds, and are provided for under this Vote and Vote No. 1.

		£. s. d.
Note.—In addition to the Amount provided, as above,* under the Hydrographical Department as the Estimated Expense of Surveys, amounting to - - - - - - - - - - - -		25,043 – –
The following Sums are likewise included in the undermentioned Votes of the Navy Estimates for Expenses of the Surveying Service, viz.:—		
Sea Pay to the Officers and Crews of Her Majesty's Ships and Vessels employed in the Surveying Service; also the Pay of those employed in hired Vessels and Boats, but borne on the Books of Her Majesty's Ships, viz.:— Seamen, &c. - - £. 2 554 Marines - - - 608	Under Vote. No. 1	27,162 – –
Victuals, &c., for ditto - - -	No. 2	6,389 – –
Stores, Machinery, and Coals supplied to Surveying Ships and Vessels, and also Wear and Tear - -	No. 6 & No. 10	14,731 – –
Medicines, &c., supplied to ditto -	No. 12	90 – –
Pilotage of ditto - - - -	No. 14	30 – –
		48,402 – –
Total Charge for the Surveying Service - - - £.		73,445 – –

N.B.—For Statement of the Rates of Surveying Pay and Lodging Money of Surveying Officers of each Rank, *see* Appendix, No. 9, page 176; and Note respecting Surveys in Progress, *see* Appendix, No. 10, page 176.

No. 5.—Scientific Branch—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
R.—ESTABLISHMENT FOR SCIENTIFIC EDUCATION AT THE ROYAL NAVAL COLLEGE AT PORTSMOUTH, AND EXAMINATION OF CADETS AT GREENWICH HOSPITAL:	£. s. d.	£. s. d.
*Superintendent (in addition to his Full Pay and Allowances as Captain (2nd Class) of Her Majesty's Ship "Excellent")	158 – –	258 – –
*Professor (increase of Salary of 100 *l.* not to be continued to his successor):		
Full Pay as Chaplain, R.N. – £. 292 – –		
Civil Allowance – – – 600 – –	892 – –	600 – – Full Pay provided under Vote No. 1.
*Instructor of Fortification and Military and Mechanical Drawing:		
Full Pay as Captain, R. M. A. – £. 220 – –		
Civil Allowance – – – 200 – –	420 – –	200 – – Full Pay provided under Vote No. 1.
*Inspector of Machinery, R.N., Full Pay – – –	450 – –	Provided under Vote No. 1.
*Three Naval Instructors, R.N., Full Pay – – –	821 – –	– ditto.
Allowances to the above in lieu of Tuition Money, &c. –	460 – –	– ditto.
French Instructor – – – – – – – –	100 – –	100 – –
Clerk, from 170 *l.* to 250 *l.* per annum – – – –	221 – –	210 – –
Allowance to ditto for taking charge of the Books Furniture, &c. of the Establishment – – – –	20 – –	20 – –
Assistant in the Observatory – – – – – –	120 – –	120 – –
*Steward, 3 Servants, 10 Boy-servants, and a Gunner, Royal Marine Artillery, doing duty as Servant; Wages according to Ship's Rating – – – –	226 – –	Provided under Vote No. 1.
Matron – – – – – – – – – – –	67 – –	67 – –
Wages and Allowances for Female Servants – – –	254 – –	206 – –
Rates and Taxes – – – – – – –	110 – –	110 – –
Lighting the College with Gas – – – – –	75 – –	75 – –
Allowance in lieu of Stationery to the Superintendent –	16 – –	16 – –
For keeping up Library of Royal Naval College – –	30 – –	30 – –
Expenses for Lecturing on Chemistry and Steam – –	105 – –	105 – –
Furniture, repairing Instruments, washing Linen, Postage, Printing, Coals, and other small Expenses – – –	700 – –	700 – –
Expense connected with the Examination of Cadets at Greenwich Hospital – – – – – – – –	140 – –	—
£.	5,385 – –	2,817 – –

* Borne on the Books of Her Majesty's ship "Excellent."

VOTE 6.

DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the Expenses of the DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD.

Eight hundred and Seventy-eight thousand Three hundred and Fifty-two Pounds.

II. SUB-HEADS under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.	Actual Expenditure in 1868-69.
	£.	£.	£.	£.	£.
A.—SALARIES AND ALLOWANCES, DOCKYARDS AT HOME	88,942	113,502	—	24,560	
B.—RENTS, RATES, TAXES, AND WATER - DITTO	5,638	5,895	—	257	
C.—LIGHTING WITH GAS - - - - - - DITTO	6,400	6,725	—	325	
D.—CONTINGENCIES - - - - - - - DITTO	3,452	5,296	—	1,844	
E.—WAGES TO ARTIFICERS, &c. - - - - DITTO	631,403	808,171 5,000 l. 1,000 M.	—	182,768	
F.—DITTO - YARD SERVICE AFLOAT - - DITTO	16,249	16,308	—	59	
G.—HIRE OF TEAMS - - - - - - - DITTO	6,747	7,945	—	1,198	
H.—WAGES, &c., POLICE FORCE - - - - DITTO	24,312	26,354	—	2,042	
I.—WAGES, ARTIFICERS, AND LABOURERS, BREAKING UP OLD SHIPS	Included in Sub-Head E.	Above, E.	—	—	
L.—EXTRA PAY TO ARTIFICERS, &c., OF THE FLEET AT HOME	600	1,118	—	518	
M.—SURVEY VALUATION OF STOCK AT THE SEVERAL DOCKYARDS	Included in Sub-Head E.	Above, E.	—	—	
N.—SALARIES AND ALLOWANCES, NAVAL YARDS ABROAD	30,705	26,248	4,457	—	
O.—RENTS, RATES, TAXES, AND WATER, NAVAL YARDS ABROAD	2,391	2,181	210	—	
P.—LIGHTING WITH GAS, NAVAL YARDS ABROAD - -	510	550	—	40	
Q.—CONTINGENCIES - - NAVAL YARDS ABROAD - -	1,253	1,170	83	—	
R.—WAGES - - - - - - - DITTO - - -	43,910	44,919	—	1,009	
S.—WAGES, YARD SERVICE AFLOAT - DITTO - - -	5,988	4,493	1,495	—	
T.—HIRE OF TEAMS - - - - - DITTO - - -	318	—	318	—	
U.—WAGES, POLICE FORCE - - DITTO - - -	6,012	5,607	405	—	
V.—EXTRA PAY TO ARTIFICERS, &c., OF THE FLEET, ABROAD	3,522	3,522	—	—	
£.	878,352	1,086,004	6,968	214,620	£. 1,220,016

NET DECREASE - - £. 207,652

The amount required for 1870-71 includes 11,263 *l.*, transferred from Votes 1 and 14. A sum of 1,803 *l.* has, however, been transferred to Votes 3 and 12. The real Decrease is therefore 217,112 *l.*

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

III. DETAILS of the foregoing.

	£. s. d.	£. s. d.
DOCKYARDS AT HOME.	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
DEPTFORD (STORE YARD):		
SALARIED ESTABLISHMENT:		
Foreman of Sailmakers	160 – –	160 – –
Foreman of Storehouses	120 – –	120 – –
Clerks:		
1 Senior Clerk, from 315 *l.* to 450 *l.* per annum 2 Clerks, from 90 *l.* to 300 *l.* per annum — £. 772 – –	*956 – –	700 – –
Add,—Amount required for Salaries of Clerks, provisionally employed in lieu of Writers — 184 – –		
ACCOUNTANT'S DEPARTMENT:		
Inspector of Stores	(Provided under Clerks.)	250 – –
A.—SALARIES AND ALLOWANCES, DOCKYARDS AT HOME £.	1,236 – –	1,230 – –
B.—RENT OF WATER AND OTHER CONTINGENCIES £.	135 – –	—
C.—*Lighting the Yard with Gas* £.	—	100 – –
TOTAL SALARIED ESTABLISHMENT £.	1,371 – –	1,330 – –
WAGES:		
STOREYARD:		
For the Wages of Shipwrights, other Artificers, and Labourers, viz.:		

	Number of Men. 1870/71.	Number of Men. 1869/70.		
On the Establishment Hired Labourers, 1st Class (entitled to Pensions)	55	57	2,901 – –	2,916 – –
	55	57		
For the Wages of Hired Artificers and Labourers	2	–	74 – –	—
TOTAL, Established and Hired	57	57	†2,975 – –	2,916 – –

For the Wages, &c., of the Metropolitan Police Force employed in the Dockyard, under 23 & 24 Vict. c. 135 (including Commutation for Clothing, Fuel, and Contingent Expenses, at 3 *s.* per man per week, and for General Superintendence at 1 *l.* 6 *s.* 8 *d.* per man per annum):

1 Serjeant	£. 81 – –		
2 Constables	144 – –		
3		225 – –	224 – –
TOTAL WAGES £.		3,200 – –	3,140 – –
TOTAL DEPTFORD STOREYARD £.		4,571 – –	4,470 – –

* Including provision for the Salary of the late Inspector of Stores, viz., 250 *l.*, that officer being employed in lieu of a Senior Clerk.
† Provision for 53 weekly payments, which will have to be made in the course of the year 1870-71.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*	REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. For Six Months. £. s. d.
WOOLWICH (STORE YARD):		
SALARIED ESTABLISHMENT:		
Commodore Superintendent:		
Sea Pay and Allowances as Captain of the 1st Class, viz.:		
Sea Pay as Captain of the 1st Class, at 1 l. 12 s. 11 d. a day £. 600 14 7		
Command Money 91 5 –		
Allowance in lieu of Provisions, at 1 s. 6 d. a day 27 7 6		
Ditto, for Fuel and Lights, at 1 l. a month 13 – –		
Civil Allowance 517 12 11	– –	625 – –
Retinue of Commodore Superintendent:		
Coxswain and Three Domestics £. 126 4 7		
Allowance in lieu of Provisions to ditto, four at 1 s. 6 d. a day each 109 15 5	– –	118 – –
Master Attendant	– –	300 – –
Foreman of Riggers	– –	95 – –
Master Shipwright	– –	300 – –
Timber Inspector	– –	200 – –
Boatswain	– –	110 – –
Master Smith	– –	125 – –
Foremen of the Yard, at 250 l. a year each	– –	500 – –
Converter of Timber	– –	75 – –
Eight Inspectors — *Two at £. 150; Six at 125*	– –	525 – –
Draughtsmen, 1st Class £. 63		
Allowance for instructing Apprentices in Drawing after Yard Hours 10	– –	73 – –
Chief Engineer and Inspector of Machinery	– –	325 – –
Foreman of the Factory	– –	112 – –
Foreman of Boilermakers	– –	90 – –
Storekeeper	– –	300 – –
Foreman of Storehouses	– –	60 – –
Cashier	– –	225 – –
Timekeeper at Steam Factory	– –	60 – –
Clerk of the Works, from 190 l. to 300 l. per annum	– –	150 – –
Clerk and Draughtsman, from 90 l. to 300 l. per annum	– –	130 – –
Staff Surgeon	– –	259 – –
Allowance to ditto, for Servants, Fuel, and Lights	– –	26 – –
*Chaplain**	– –	175 – –
Schoolmaster, for the Instruction of Apprentices in the Yard, from 150 l. to 200 l. per annum	– –	88 – –
Gratuity to Schoolmaster, for the Instruction of Naval Engineers	– –	15 – –
Clerk in temporary charge of the Yard	440 – –	—

Clerks on the Establishment:

	NUMBER. 1870/71.	NUMBER. 1869/70.		
Senior Clerks	–	3	*from £. 315 to £. 450 per annum*	– – –
Clerks	–	14	„ 90 to 300 „	– – 600 – –
	–	17		
Salaries £.	–	1,865		1,265 – –
Temporary employment of Clerks and Writers				300 – – 600 – –
Carried forward £.				740 – – 7,526 – –

* In addition to Half-pay.

Vote 6.—Dockyards and Naval Yards at Home and Abroad—*continued.*

Dockyards at Home—*continued.* Woolwich—*continued.* Salaried Establishment—*continued.*	Required for the Service of the Year 1870/71.	Last Vote for the Financial Year 1869/70. For Six Months.
	£. s. d.	£. s. d.
Brought forward - - -	740 – –	7,526 – –
Accountant's Department:		
Accountant - - - - - - - - - - - - - -	- -	250 – –
Inspector of Stores - - - - - - - - - - - - -	- -	150 – –
Clerks on the Establishment:		
Senior Clerk - - (Number 1870/71: –; 1869/70: 1) *from £. 315 to £. 450 per annum* -	- -	222 – –
Clerks - - - (Number 1870/71: –; 1869/70: 4) „ *90 to 300* „ -	- -	415 – –
(Number 1870/71: –; 1869/70: 5)		
Salaries - - £. (Number 1870/71: –; 1869/70: 637)		
Temporary employment of Clerks and Writers - - - - - - -	- -	301 – –
A.—Salaries and Allowances, Dockyards at Home - £.	740 – –	8,864 – –
B.—Rent of Water, Rates, Taxes, and other Charges - - - - - - £.	370 – –	505 – –
C.—Lighting the Yard and Steam Factory with Gas - - - - - - £.	300 – –	425 – –
Allowances in lieu of Stationery - - - - - - - - - - - -	- -	71 – –
Postage, Travelling Charges on the Public Service, Advertisements, Chapel Allowances, and small Expenses - - - - - - - - - - - -	50 – –	250 – –
Removal of Artificers and Labourers to other Yards - - - - - - -	- -	1,470 – –
D.—Contingencies, Dockyards at Home - - - - -	50 – –	1,791 – –
Total Salaried Establishment - - - £.	1,460 – –	11,585 – –

WAGES:

Store Yard:

For the Wages of Shipwrights, other Artificers and Labourers, viz.:

	Number of Men. 1870/71.	Number of Men. 1869/70.	Required	Last Vote
On the Establishment - - - - - - - -	7	359	443 – –	24,175 – –
Hired Labourers, 1st Class (entitled to Pensions) - -		14		
	7	373		
For the Wages of Hired Artificers and Labourers - - -	48	113	2,000 – –	3,502 – –
For the Wages of Artificers and Labourers employed in the Steam Factory - - - - - - - - - - -		211		14,663 – –
	55	*697	†2,443 – –	42,340 – –
For the Wages of Persons employed for Yard Service Afloat, in Steam Tugs, Hoys, &c., and for Removing Stores when the Yard is closed - - - - - -			43 – –	2,372 – –
Carried forward - - - £.			2,486 – –	44,712 – –

* Equivalent to 1,352 Men for Six Months.

† Provision for 53 weekly payments which will have to be made in the course of the Year 1870–71.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
WOOLWICH—*continued.*	£. s. d.	£. s. d.
Brought forward	2,486 – –	44,712 – –
For the Hire of Teams	—	413 – –
For the Wages of the Metropolitan Police Force employed in the Dockyard, under 23 & 24 Vict. c. 135 (including commutation for Clothing, Fuel, and Contingent Expenses, at 3 *s.* per Man per Week, and for General Superintendence at 1 *l.* 6 *s.* 8 *d.* per Man per Annum).		
1 Superintendent – £. 225 – –		
1 Inspector – 146 – –		
2 Serjeants – 161 – –		
12 Constables – 865 – –		
16	1,397 – –	2,448 – –
TOTAL WAGES – £.	3,883 – –	47,573 – –
TOTAL WOOLWICH DOCKYARD – £.	5,343 – –	59,158 – – (For Six Months).
CHATHAM:		
SALARIED ESTABLISHMENT:		
Captain Superintendent:		
Sea Pay and Allowances as Captain of the 1st Class, viz.:		
Sea Pay, at 1 *l.* 12 *s.* 11 *d.* a day – £. 600 14 7		
Command Money – 91 5 –		
Allowance in lieu of Provisions, at 1 *s.* 6 *d.* a day – 27 7 6		
Allowance for Fuel and Lights, at 1 *l.* a month – 13 – –		
Civil Allowance – 517 12 11	1,250 – –	1,250 – –
Allowance to Captain Superintendent in lieu of Servants –	125 – –	—
Retinue of Captain Superintendent:		
Coxswain – £. 39 10 10		
Allowance in lieu of Provision to ditto, at 1 *s.* 6 *d.* a day – 27 9 2	67 – –	—
Three Domestics – £. *87* – –		
Allowance in lieu of Provisions to ditto, Three at 1 s. 6 d. *a day each,* 82 – –	—	169 – –
Master Ropemaker –	250 – –	250 – –
Foreman of Spinning Machines –	200 – –	200 – –
Foreman of Sailmakers –	160 – –	160 – –
Foreman of Riggers –	190 – –	190 – –
Layer in the Ropeyard –	100 – –	100 – –
Master Shipwright and Engineer –	650 – –	650 – –
Assistant to ditto –	400 – –	400 – –
Chief Engineer, R.N., borne on the books of H.M.S. "Pembroke": £.		
Full Pay – 329		(Provided under Vote No. 1.)
Civil Allowance – 50	379 – –	50 – –
Boatswain –	220 – –	220 – –
Master Smith –	250 – –	250 – –
Foremen of the Yard – 1 at £. 300 per annum – / 1 at 250 „ – / 4 at 150 „ –	1,150 – –	1,050 – –
Gratuity to one of the above –	—	50 – –
Foreman of Joiners –	180 – –	180 – –
Converter of Timber –	—	150 – –
Two Foremen of Smiths, at 125 *l.* each –	250 – –	250 – –
Foreman of Painters –	—	200 – –
Thirteen Inspectors –	—	1,575 – –
Foreman of Storehouses –	120 – –	120 – –
Draughtsman, 1st Class – £. 125		
Allowance for Instruction of Apprentices in drawing, after Yard Hours – 20	145 – –	145 – –
Conductor of Metal Mills –	300 – –	300 – –
Carried forward – £.	6,386 – –	7,909 – –

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
CHATHAM—*continued.*		
Salaried Establishment—*continued.*	£. s. d.	£. s. d.
Brought forward - - -	6,386 – –	7,909 – –
Storekeeper - - - - - - - - - - - - - - - -	—	600 – –
Cashier - - - - - - - - - - - - - - - - -	500 – –	500 – –
Assistant Civil Engineer, from 315 *l.* to 500 *l.* per annum - - - £.480 Allowance to ditto for Special Duties connected with the extension of the Dockyard by Convict Labour - - - - - - - - - 105	585 – –	570 – –
Clerk of the Works, from 190 *l.* to 300 *l.* per annum - - - - - -	220 – –	220 – –
Clerk and Draughtsman, from 90 *l.* to 300 *l.* per annum - - - -	210 – –	200 – –
Foreman of the Works, from 120 *l. to* 180 *l. per annum* - - - - -	—	180 – –
Staff Surgeon - - - - - - - - - - - - - - -	520 – –	493 – –
Allowance to Staff Surgeon for Servants, Fuel, and Lights - - - -	53 – –	53 – –
Assistant Surgeon, R.N., borne on the books of Her Majesty's ship "Pembroke": Full Pay - - - - - - - - - - - - - - -	228 – –	(Provided under Vote No. 1.)
Chaplain* - - - - - - - - - - - - - - - -	350 – –	350 – –
Head Master of the Dockyard School, for instruction of Apprentices in the Yard, from 200 *l.* to 250 *l.* per annum - - - - - - - - - - -	250 – –	250 – –
Allowance to ditto, for teaching the Junior Engineers - - - - -	25 – –	25 – –
Clerks:		
3 Senior Clerks, from 315 *l.* to 450 *l.* per annum - - - £. 3 Clerks - from 90 *l.* to 300 *l.* „ - - - - 1,731		
Add,—Amount required for Salaries of Clerks provisionally employed in lieu of Writers - - - - 829	2,560 – –	4,200 – –
ACCOUNTANT'S DEPARTEMNT:		
Accountant - - - - - - - - - - - - - - -	600 – –	600 – –
Inspector of Stores - - - - - - - - - - - - - -	(Provided for with Clerks).	350 – –
Clerks:		
2 Senior Clerks, from 315 *l.* to 450 *l.* per annum - - - £. 6 Clerks - from 90 *l.* to 300 *l.* „ - - - - 1,934		
Add,—Amount required for Salaries of Clerks provisionally employed in lieu of Writers - - - - 1,222	†3,156 – –	1,600 – –
A.—SALARIES AND ALLOWANCES, DOCKYARDS AT HOME - - - - - - (Carried forward) - - - £.	15,643 – –	18,100 – –

* In addition to Half-Pay.

† Including provision for the Salary of the late Inspector of Stores, viz., 350 *l.*, that Officer being employed in lieu of a Senior Clerk.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*			REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
CHATHAM—*continued.*				
Salaried Establishment—*continued.*				
Brought forward			£. 15,643 – –	£. 18,100 – –
Allowances for House Rent			100 – –	230 – –
Rates and Taxes			307 – –	320 – –
B.—RENTS, RATES, TAXES, AND WATER, DOCKYARDS AT HOME		£.	407 – –	550 – –
C.—Lighting the Yard with Gas		£.	1,400 – –	1,400 – –
Allowances in lieu of Stationery			132 – –	135 – –
Postage, Travelling Charges on the Public Service, Advertisements, Chapel Allowances, regulating Yard Clock, and other small Expenses			500 – –	400 – –
D.—CONTINGENCIES, DOCKYARDS AT HOME		£.	632 – –	535 – –
TOTAL SALARIED ESTABLISHMENT		£.	18,082 – –	20,585 – –
WAGES:				
DOCKYARD:				
For the Wages of Shipwrights, other Artificers, and Labourers, viz.:	Number of Men. 1870/71.	Number of Men. 1869/70.		
On the Establishment	1,478	1,626	98,236 – –	114,027 – –
Hired Labourers, 1st Class (entitled to Pensions)		83		
Wages to Hired Artificers and Labourers	1,478 / 1,191	1,709 / 1,393	53,761 – –	66,554 – –
TOTAL Established and Hired	2,669	3,102	*151,997 – –	180,581 – –
For the Wages of Mechanic Writers in the Departments of the Professional Officers (formerly charged on Labour item)	£. 1,020 – –		1,247 – –	—
Add,—Amount required for Salaries of Reduced Inspectors provisionally employed as Writers	227 – –			
For the Wages of Persons employed for Yard Service Afloat, in Steam Tugs, Hoys, &c.			*1,895 – –	1,633 – –
For the Hire of Teams			* 898 – –	1,352 – –
For the Wages of the Metropolitan Police Force employed in the Dockyard, under 23 & 24 Vict. c. 135 (including commutation for Clothing, Fuel, and Contingent Expenses, at 3 *s.* per Man per Week, and for General Superintendence, at 1 *l.* 6 *s.* 8 *d.* per Man per annum):				
1 Superintendent	£. 270 – –			
2 Inspectors	292 – –			
5 Serjeants	403 – –			
54 Constables	3,891 – –			
62			4,856 – –	4,796 – –
TOTAL WAGES		£.	160,893 – –	188,362 – –
TOTAL CHATHAM DOCKYARD		£.	178,975 – –	208,947 – –

* Provision for 53 weekly payments, which will have to be made in the course of the Year 1870-71.

Vote 6.—Dockyards and Naval Yards at Home and Abroad—*continued.*

Dockyards at Home—*continued.*		Required for the Service of the Year 1870/71.	Last Vote for the Financial Year 1869/70.
		£. s. d	£. s. d.
SHEERNESS:			
Salaried Establishment:			
*Captain Superintendent;			
Sea Pay and Allowances as a Captain of the 1st Class, viz.;			
Sea Pay at 1 *l.* 12 *s.* 11 *d.* a day	£. 600 14 7		
Command Money	91 5 –		
Allowance in lieu of Provisions at 1 *s.* 6 *d.* a day	27 7 6		
Allowance for Fuel and Lights at £. 1 a month	13 – –		
Civil Allowance	367 12 11		
		1,100 – –	1,000 – –
Allowance to Captain Superintendent in lieu of Servants		125 – –	—
Retinue of Captain Superintendent;			
Coxswain	£. 39 10 10		
Allowance in lieu of Provisions to ditto, at 1 *s.* 6 *d.* a day	27 9 2		
		67 – –	
Domestics—Wages and Allowances in lieu of Provisions		- - -	236 – –
Master Attendant and Harbour Master		600 – –	600 – –
Assistant to ditto		500 – –	500 – –
Master Rigger		220 – –	220 – –
Foreman of Sailmakers		180 – –	180 – –
Master Shipwright and Engineer		600 – –	600 – –
Assistant to ditto		400 – –	400 – –
Timber Inspector		- - -	300 – –
Boatswain		220 – –	220 – –
Master Smith		250 – –	250 – –
Foremen of the Yard	*Three at* £. 250; *One at* 150	900 – –	1,000 – –
Gratuity to one of the above		- - -	50 – –
Foreman of Joiners		125 – –	180 – –
Foreman of Caulkers		180 – –	180 – –
Foreman of Smiths		125 – –	125 – –
Eleven Inspectors	*One at £. 170; One at 150; Nine at 125 each*	- - -	1,445 – –
Draughtsman, 1st Class	125		
Allowance for instructing Apprentices in drawing after yard hours	20	145 – –	145 – –
Engineer		400 – –	500 – –
Foreman of the Factory, from 185 *l.* to 225 *l.* per annum		225 – –	225 – –
Foreman of Boilermakers		180 – –	200 – –
Storekeeper and Cashier		500 – –	600 – –
Foreman of Storehouses		120 – –	120 – –
Cashier		- - -	500 – –
Timekeeper at Steam Factory		120 – –	120 – –
Clerk of Works, from 190 *l.* to 300 *l.* per annum		260 – –	250 – –
Foreman of Works, from 120 *l.* to 180 *l.* per annum		180 – –	180 – –
Staff Surgeon		493 – –	530 – –
Allowance to ditto for Servants, Fuel, and Lights		53 – –	53 – –
Surgeon, R.N., in lieu of Assistant Surgeon (borne on Books of H. M. S. "Pembroke").		365 – –	Provided under Vote No. 1.
Chaplain †		350 – –	350 – –
Schoolmaster, for the instruction of Apprentices in the Yard, from 150 *l.* to 200 *l.*		200 – –	198 – –
Assistant ditto from 100 *l.* to 140 *l.*		114 – –	104 – –
Carried forward - - - £.		9,297 – –	11,561 – –

* Also performs the duties of Captain of Steam Reserve and Captain in charge of Naval Barracks.

† In addition to Half-pay.

Vote 6.—Dockyards and Naval Yards at Home and Abroad—*continued.*

Dockyards at Home—*continued.*	£.	s.	d.	REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £. s. d.
Sheerness—*continued.*					
Salaried Establishment—*continued.*					
Brought forward				9,297 – –	11,561 – –
Clerks:					
3 Senior Clerks, from 315 *l.* to 450 *l.* per annum 8 Clerks, from 90 *l.* to 300 *l.* per annum	2,706	–	–		
Add—Amount required for temporary employment of Writers, and for Salaries of Clerks, provisionally employed in lieu of Writers	486	–	–	3,192 – –	3,600 – –
(This Establishment is still under revision.)					
Accountant's Department:					
Accountant				500 – –	450 – –
Inspector of Stores				(Provided under Clerks.)	300 – –
Clerks:					
2 Senior Clerks, from 315 *l.* to 450 *l.* per annum 4 Clerks, from 90 *l.* to 300 *l.* per annum	1,544	–	–		
Add—Amount required for temporary employment of Writers, and for Salaries of Clerks, provisionally employed in lieu of Writers	464	–	–	*2,008 – –	1,300 – –
A.—Salaries and Allowances, Dockyards at Home - - - £.				14,997 – –	17,211 – –
Allowance for House Rent to the Engineer				- - -	75 – –
Rates and Taxes				520 – –	575 – –
B.—Rents, Rates, Taxes, and Water, Dockyards at Home - £.				520 – –	650 – –
C.—Lighting the Yard and Steam Factory with Gas				700 – –	700 – –
Allowances in lieu of Stationery				137 – –	137 – –
Postage, Travelling Charges on the Public Service, Advertisements, Chapel Allowances, and other small Expenses				400 – –	400 – –
D.—Contingencies, Dockyards at Home - - - - £.				537 – –	537 – –
Total Salaried Establishment (carried forward) - - - £.				16,754 – –	19,098 – –

* Including provision for the salary of the late Inspector of Stores, viz., 300 *l.*, that officer being employed in lieu of a Senior Clerk.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*	Number of Men. 1870-71.	Number of Men. 1869-70.	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
SHEERNESS—*continued.*			£. s. d.	£. s. d.
Brought forward			16,754 – –	19,098 – –
WAGES:				
DOCKYARD:				
For the Wages of Shipwrights, other Artificers, and Labourers, viz.:—				
On the Establishment	927	1,136	60,039 – –	74,070 – –
Hired Labourers, 1st Class (entitled to Pensions)		15		
	927	1,151		
For the Wages of Hired Artificers and Labourers	523	146	26,267 – –	5,484 – –
For the Wages of Artificers and Labourers employed in the Steam Factory		464		29,211 – –
TOTAL Established and Hired	1,450	1,761	*86,306 – –	108,765 – –
For the Wages of Mechanic Writers in the Departments of the Professional Officers (formerly charged on Labour item) £. 408 – –				
Add— Amount required for Salaries of Reduced Inspectors provisionally employed as Writers 162 – –			570 – –	—
For the Wages of Persons employed for Yard Service Afloat, in Steam Tugs, Hoys, &c.			3,021 – –	2,845 – –
For the Hire of Teams			*934 – –	955 – –
For the Wages of the Metropolitan Police Force employed in the Dockyard, under Act 23 & 24 Vict. c. 135 (including Commutation for Clothing, Fuel, and Contingent Expenses, at 3 *s.* per Man per Week, and for General Superintendence at 1 *l.* 6 *s.* 8 *d.* per Man per Year):—				
2 Inspectors £. 292 – –				
3 Serjeants 242 – –				
22 Constables 1,585 – –				
27			2,119 – –	2,241 – –
TOTAL WAGES £.			92,950 – –	114,806 – –
TOTAL SHEERNESS DOCKYARD £.			109,704 – –	133,904 – –

* Provision for 53 weekly payments, which will have to be made in the course of the year 1870-71.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
PORTSMOUTH.		
SALARIED ESTABLISHMENT.	£. s. d.	£. s. d.
Admiral Superintendent:		
Sea Pay and Allowances as a Rear-Admiral, viz.:		
Sea Pay at 3 *l.* a day - £. 1,095 - -		
Table Money at 1 *l.* 10 *s.* a day - 547 10 -		
Allowance in lieu of Provisions, at 1 *s.* 6 *d.* a day - 27 10 -		
Ditto for Fuel and Lights, at 1 *l.* per month - 13 - -		
	1,683 - -	1,683 -
Flag Lieutenant to Admiral Superintendent:		
Sea Pay at 10 s. a day - £. 182 10 -		
Lodging Allowance - 50 - -		
Allowance in lieu of Provisions, &c., at 2 s. a day - 36 10 -		
	—	269 - -
Allowance to Admiral Superintendent in lieu of Servants - - - - -	200 - -	—
Retinue of Admiral Superintendent:		
Coxswain - £. 44 2 1		
Allowances in lieu of Provisions to ditto at 1 *s.* 6 *d.* a day - 27 17 11		
	72 - -	353 - -
Domestics: Wages and Allowances in lieu of Provisions - - - -	- -	
Master Attendant and Harbour Master - - - - - - - - -	600 - -	600 - -
Assistant to ditto - - - - - - - - - - -	500 - -	500 - -
Master Sailmaker - - - - - - - - - - - -	200 - -	200 - -
Master Rigger - - - - - - - - - - - -	220 - -	220 - -
Master Shipwright and Engineer - - - - - - - - - -	700 - -	700 - -
Two Assistants to ditto (including one acting) - - - - - -	800 - -	400 - -
Timber Inspector - - - - - - - - - - -	—	400 - -
Boatswain - - - - - - - - - - - -	220 - -	220 - -
Master Smith - - - - - - - - - - - -	250 - -	250 - -
Ten Foremen of the Yard - - - - - { 6 at £. 250 each; 4 at 150 each }	2,100 - -	2,000 - -
Gratuity to one of the above - - - - - - - - - -	—	50 - -
Foreman of Joiners - - - - - - - - - - - -	125 - -	180 - -
Foreman of Caulkers - - - - - - - - - - - -	180 - -	180 - -
Converter of Timber - - - - - - - - - - -	—	150 - -
Two Foremen of Smiths - - - - - { 1 at £. 150 each; 1 at 125 each }	275 - -	275 - -
Nineteen Inspectors - - - - - - { *4 at 150 each; 15 at 125 each* }	—	2,475 - -
Storekeeper - - - - - - - - - - - - -	—	600 - -
Two Foremen of Storehouses, at 120 *l.* each - - - - - -	240 - -	240 - -
Draughtsman, 1st Class - - - - - - - - - - £. 125		
Allowance for instructing Apprentices in drawing, after yard hours 20	145 - -	145 - -
Engineer Assistant - - - - - - - - - - - -	500 - -	500 - -
Assistant Inspector of Steam Machinery - - - - - -	250 - -	250 - -
Foreman of the Factory, from 185 *l.* to 225 *l.* per annum - - - -	225 - -	225 - -
Foreman of Boilermakers - - - - - - - - - -	200 - -	200 - -
Foreman of Fitters, from 180 *l.* to 200 *l.* per annum - - - - -	200 - -	200 - -
Cashier - - - - - - - - - - - - - - -	500 - -	500 - -
Superintending Civil Engineer, from 315 *l.* to 500 *l.* per annum - - £. 500		
Allowance to ditto for special duties, in addition to 100 *l.* per annum provided under Vote No. 11, New Works, &c. (Extension Works) - - - - - - - - - - 100	600 - -	600 - -
Clerk of Works, from 190 *l.* to 300 *l.* per annum - - - - -	211 - -	201 - -
Clerk and Draughtsman, from 90 *l.* to 300 *l.* per annum - - - -	300 - -	290 - -
Two Foremen of Works, from 120 *l.* to 180 *l.* per annum - - - -	360 - -	360 - -
Allowance to one of the above whilst employed as Temporary Clerk of Works - - - - - - - - - -	40 - -	40 - -
Carried forward - - - £.	11,896 - -	15,456 - -

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*		REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
PORTSMOUTH—*continued.*			
Salaried Establishment—*continued.*		£. s. d.	£. s. d.
Brought forward		11,896 – –	15,456 – –
Staff Surgeon		529 – –	493 – –
Assisting Surgeon		402 – –	402 – –
Allowances to ditto for Servants, Fuel, and Lights		106 – –	106 – –
Chaplain*		350 – –	350 – –
Assistant to late Chemist, 200 *l.* to 300 *l.* per annum		260 – –	240 – –
Head Master of the Dockyard School, for the instruction of Apprentices in the Yard, from 200 *l.* to 250 *l.* per annum		250 – –	250 – –
Gratuity to ditto, for the instruction of Naval Engineers		50 – –	50 – –
Schoolmaster, from 150 *l.* to 200 *l.* per annum (successor to be an Assistant Schoolmaster, with salary of 100 *l.* to 140 *l.*)		187 – –	125 – –
Gratuity to ditto, for attending to the instruction of Engineer Students		30 – –	30 – –
Clerks:			
3 Senior Clerks, from 315 *l.* to 450 *l.* per annum 5 Clerks, from 90 *l.* to 300 *l.* per annum	£. 2,121 – –	2,921 – –	6,500 – –
Add,—Amount required for Salaries of Clerks provisionally employed in lieu of Writers	£. 800 – –		
ACCOUNTANT'S DEPARTMENT.			
Accountant		600 – –	550 – –
Inspector of Stores		(Provided under Clerks.)	350 – –
Clerks:			
2 Senior Clerks, from 315 *l.* to 450 *l.* per annum 10 Clerks, from 90 *l.* to 300 *l.* per annum	£. 2,714 – –	†4,590 – –	2,700 – –
Add,—Amount required for Salaries of Clerks provisionally employed in lieu of Writers	£. 1,876 – –		
A.—SALARIES and ALLOWANCES, DOCKYARDS AT HOME	£.	22,171 – –	27,602 – –
Allowances for House Rent		120 – –	105 – –
Rent of Corporation Mud Lands		20 – –	20 – –
Rates and Taxes		690 – –	690 – –
Water supplied for Dockyard		1,400 – –	1,200 – –
B.—RENTS, RATES, TAXES, and WATER, DOCKYARDS AT HOME	£.	2,230 – –	2,015 – –
Carried forward	£.	24,401 – –	29,617 – –

* In addition to Half-pay.

† Including provision for the Salary of the late Inspector of Stores, viz. 350 *l.*, that officer being employed in lieu of a Senior Clerk.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
PORTSMOUTH—*continued.*	£. s. d	£. s. d.
Salaried Establishment—*continued.*		
Brought forward - - -	24,401 – –	29,617 – –
C.—Lighting the Yard and Steam Factory with Gas - - - - - - -	1,900 – –	2,000 – –
Allowances in lieu of Stationery - - - - - - - - - - - -	147 – –	147 – –
Postage, Travelling Charges on the Public Service, Advertisements, Chapel Allowances, and other small Expenses - - - - - - - - - - -	750 – –	850 – –
D.—CONTINGENCIES, DOCKYARDS AT HOME - - - - - - - - - £.	897 – –	997 – –
TOTAL SALARIED ESTABLISHMENT - - - £.	27,198 – –	32,614 – –
WAGES:		
DOCKYARD:		
For the Wages of Shipwrights, other Artificers and Labourers, viz.:—		

	Number of Men. 1870/71.	Number of Men. 1869/70.		
On the Establishment - - - - - -	1,772	2,260	113,470	148,246 – –
Hired Labourers, 1st Class (entitled to Pensions) -		72		
	1,772	2,332		
For the Wages of Hired Artificers and Labourers - -	- -	663	- -	25,055 – –
For the Wages of Artificers and Labourers employed in the Steam Factory - - - - - - - - - -	1,273 - -	786	58,159 - -	52,130 – –
TOTAL Established and Hired - - -	3,045	3,781	*171,629	225,431 – –
For the Wages of Mechanic Writers in the Departments of the Professional Officers, (formerly charged on Labour item) - - - - - - - - - -			1,854	—
For the Wages of Persons employed for Yard Service Afloat, in Steam Tugs, Hoys, &c. (including a Lighter transferred from Woolwich) - - - -			*4,744	4,063 –
For the Hire of Teams - - - - - - - - - - - - -			*1,685	1,653 – –
For Wages of the Metropolitan Police Force employed in the Dockyard, and Gun Boat Slips, Haslar, under 23 & 24 Vict. c. 135 (including Commutation for Clothing, Fuel, and Contingent Expenses at 3 *s.* per man per week, and for General Superintendence at 1 *l.* 6 *s.* 8 *d.* per man per year):—				
1 Superintendent - - - - - - - £. 262 10 –				
3 Inspectors - - - - - - - - 438 – –				
11 Serjeants - - - - - - - - 885 10 –				
77 Constables - - - - - - - - 5,548 – –				
92			7,134	7,558 – –
TOTAL WAGES - - - £.			187,046	238,705 – –
TOTAL PORTSMOUTH DOCKYARD - - - £.			214,244	271,319 – –

* Provision for 53 weekly payments, which will have to be made in the course of the year 1870-71.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*				REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
DEVONPORT.				£. s. d.	£. s. d.
Admiral Superintendent:					
Sea Pay and Allowances as a Rear Admiral, viz:					
Sea Pay, at 3 *l.* a day			£. 1,095 – –		
Table Money, at 1 *l.* 10 *s.* a day			547 10 –		
Allowance in lieu of Provisions, at 1 *s.* 6 *d.* a day			27 10 –		
Allowance for Fuel and Lights, at 1 *l.* per month			13 – –	1,683 – –	1,683 – –
Flag Lieutenant to Admiral Superintendent:					
Sea Pay, at 10 s. a day			£. *182 10* –		
Allowance in lieu of Provisions, &c., at 2 s. a day			*36 10* –	—	219 – –
Allowance to Admiral Superintendent in lieu of Servants				200 – –	—
Retinue of Admiral Superintendent:					
Coxswain			£. 44 2 1		
Allowance in lieu of Provisions to ditto, at 1 *s.* 6 *d.* a day			27 17 11	72 – –	297 – –
Domestics, Wages and Allowances in lieu of Provisions				—	
Master Attendant				600 – –	600 – –
Assistant to ditto				500 – –	500 – –
Ditto - for Service at Keyham				500 – –	500 – –
Master Sailmaker				200 – –	200 – –
Master Rigger				220 – –	220 – –
Ditto - (acting) for Service at Keyham (allowance to Boatswain of Her Majesty's Ship "Indus," in addition to his full Pay)				18 – –	18 – –
Master Ropemaker				250 – –	250 – –
Foreman of Spinning Machines				160 – –	200 – –
Layer in the Rope Yard				100 – –	100 – –
Master Shipwright				650 – –	650 – –
Two Assistants to ditto, at 400 *l.* each				800 – –	800 – –
Timber Inspector				—	400 – –
Boatswain				220 – –	220 – –
Ditto - for Service at Keyham				220 – –	220 – –
Allowance to two Boatswains of Her Majesty's Ship "Indus," in addition to their full Pay for assisting the Boatswains of Devonport and Keyham Yards in the superintendence of Labourers, at 1 s. a day each				—	36 – –
Master Smith				250 – –	250 – –
Eight Foremen of the Yard			4 at £. 250 4 at 150	1,600 – –	1,750 – –
Gratuity to one of the above				—	50 – –
Foreman of Joiners				180 – –	180 – –
Foreman of Caulkers				125 – –	180 – –
Converter of Timber				—	150 – –
Two Foremen of Smiths			1 at £. 150 1 at 125	275 – –	275 – –
Eighteen Inspectors			6 at £. 150 12 at 125	—	2,400 – –
Draughtsman, first class			£. 125		
Allowance to ditto for instructing Apprentices in drawing after yard hours			20	145 – –	145 – –
		Carried forward	£.	8,968 – –	12,498 – –

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*			REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
DEVONPORT—*continued.*			£. s. d.	£. s. d.
Brought forward			8,968 – –	12,493 – –
Chief Engineer and Inspector of Machinery			650 – –	650 – –
Assistant to ditto			500 – –	500 – –
Assistant Inspector of Steam Machinery			250 – –	250 – –
Foreman of the Factory, from 185 *l.* to 225 *l.* per annum			225 – –	225 – –
Engineer and Millwright			200 – –	200 – –
Foreman of the Boilermakers from 150 *l.* to 180 *l.* per annum			171 – –	161 – –
Storekeeper			500 – –	500 – –
Two Foremen of Storehouses, at 120 *l.* each			240 – –	240 – –
Cashier			500 – –	500 – –
Superintending Civil Engineer			– –	500 – –
Allowance to ditto for extra Special Duties			– –	50 – –
Clerk of Works, from 190 *l.* to 300 *l.* per annum			300 – –	300 – –
Clerk and Accountant, from 90 l to 300 l. per annum			– –	300 – –
Clerk and Draughtsman, from 90 l. to 300 l. per annum (Keyham)			– –	160 – –
Foreman of Works, from 120 *l.* to 180 *l.* per annum			180 – –	360 – –
Staff Surgeon			529 – –	529 – –
Assistant Surgeon			228 – –	228 – –
Allowances to ditto, for Servants, Fuel and Lights			92 – –	92 – –
Assistant Surgeon, for service at Keyham			300 – –	300 – –
Chaplain *			350 – –	350 – –
Head Master of the Dockyard School, for the Instruction of Apprentices in the Yard, from 200 *l.* to 250 *l.* per annum			250 – –	250 – –
Gratuity to ditto, for the Instruction of Naval Engineers			50 – –	50 – –
Assistant Schoolmaster from 100 *l.* to 140 *l.* per annum	£. 140			
Addition to ditto, to make up his previous Salary, &c. at Malta	10			
			150 – –	150 – –
Allowance to ditto, for attending to the Instruction of Engineer Students			30 – –	30 – –
Clerks:				
3 Senior Clerks, from 315 *l.* to 450 *l.* per annum				
20 Clerks, from 90 *l.* to 300 *l.*	£. 5,046 – –			
			5,723 – –	6,500 – –
Add,—Amount required for temporary employment of Writers and for Salaries of Clerks provisionally employed in lieu of Writers	677 – –			
(This Establishment is still under revision.)				
Carried forward		£.	20,386 – –	25,868 – –

* In addition to Half-pay.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*			REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
DEVONPORT—*continued.*			£. s. d.	£. s. d.
Brought forward			20,386 – –	25,868 – –
ACCOUNTANT'S DEPARTMENT.				
Accountant			550 – –	700 – –
Inspector of Stores			(Provided under Clerks.)	350 – –
Clerks:				
2 Senior Clerks, from 315 *l.* to 450 *l.* per annum 9 Clerks, from 90 *l.* to 300 *l.* per annum	£. 2,519 – –		*3,727 – –	2,600 – –
Add—Amount required for temporary employment of Writers, and for Salaries of Clerks provisionally employed in lieu of Writers	1,208 – –			
A.—SALARIES and ALLOWANCES, DOCKYARDS AT HOME		£.	24,663 – –	29,518 – –
Allowances for House Rent			175 – –	270 – –
Rent of Ballast Pond			15 – –	15 – –
Rent of Water for Dockyard, Marine Barracks, and Naval Hospital	£. 575 – –			
Ditto – – additional Supply	150 –			
Ditto – – for Steam Factory at Keyham	400 – –			
			1,125 – –	1,125 – –
Rates and Taxes			445 – –	490 – –
B.—RENTS, RATES, TAXES, and WATER, DOCKYARDS AT HOME		£.	1,760 – –	1,900 – –
C.—Lighting the Yard, Steam Factory at Keyham, &c., with Gas			1,500 – –	1,500 – –
Allowances in lieu of Stationery			151 – –	151 – –
Postage, Travelling Charges on the Public Service, Advertisements, Chapel Allowances, and other small Expenses			800 – –	900 – –
D.—CONTINGENCIES, DOCKYARDS AT HOME		£.	951 – –	1,051 – –
TOTAL SALARIED ESTABLISHMENT (Carried forward)		£.	28,874 – –	33,969 – –

* Including provision for the Salary of the late Inspector of Stores, viz., 350 *l.*, that officer being employed in lieu of a Senior Clerk.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*	Number of Men. 1870/71.	Number of Men. 1869/70.	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
DEVONPORT—*continued.*			£. s. d.	£. s. d.
Brought forward			28,874 – –	33,969 – –
WAGES:				
DOCKYARD:				
For the Wages of Shipwrights, and other Artificers and Labourers; viz.:—				
On the Establishment	1,884	1,902	120,566 – –	130,864 – –
Hired Labourers, 1st Class (entitled to Pension)		200		
	1,884	2,102		
For the Wages of Hired Artificers and Labourers	–	389	– –	12,723 – –
	937		42,682 – –	
For the Wages of Artificers and Labourers employed in the Steam Factory	–	788	– –	46,353 – –
TOTAL Established and Hired	2,821	3,279	*163,248 – –	189,940 – –
For the Wages of Mechanic Writers in the Departments of the Professional Officers, (formerly charged on Labour item)	£. 612 – –			
Add,—Amount required for Salaries of Reduced Inspectors provisionally employed as Writers	124 – –		736 – –	—
For the Wages of persons employed for Yard Service Afloat, in Steam Tugs, Hoys, &c. (including a Lighter transferred from Woolwich)			5,686 – –	5,102 – –
For the Hire of Teams			*2,034 – –	2,038 – –
For Wages of the Metropolitan Police Force employed in the Dockyard and Keyham Factory, under 23 & 24 Vict., c. 135 (including Commutation for Clothing, Fuel, and Contingent Expenses at 3 *s.* per man per week, and for General Superintendence, at 1 *l.* 6 *s.* 8 *d.* per man per year), viz.:				
1 Superintendent	£. 262 10 –			
4 Inspectors	584 – –			
8 Serjeants	644 – –			
70 Constables	5,043 10 –			
83			6,534 – –	6,986 – –
TOTAL WAGES £.			178,238 – –	204,066 – –
TOTAL DEVONPORT DOCKYARD £.			207,112 – –	238,035 – –

* Provision for 53 weekly payments which will have to be made in the course of the Year 1870-71.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*				REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
PEMBROKE:				£. s. d.	£. s. d.
Captain Superintendent:					
Sea Pay and Allowances as Captain of the First Class, viz.:					
Sea Pay, at 1 *l.* 12 *s.* 11 *d.* a day			£. 600 14 7		
Command Money			91 5 –		
Allowance in lieu of Provisions, at 1 *s.* 6 *d.* a day			27 7 6		
Ditto - for Fuel and Lights, at 1 *l.* a month			13 – –		
Civil Allowance			267 12 11		
				1,000 – –	1,000 – –
Allowance to Captain Superintendent in lieu of Servants				125 – –	—
Retinue of Captain Superintendent:					
Coxswain			39 10 10		
Allowance in lieu of Provisions, at 1 *s.* 6 *d.* a day			27 9 2		
				67 – –	
Domestics: Wages and Allowances in lieu of Provisions				– –	236 – –
Master of Her Majesty's Ship "Nankin," doing duty as Queen's Harbour Master and Master Attendant (in addition to Full Pay)				50 – –	50 – –
Master Shipwright				600 – –	650 – –
Boatswain				220 – –	220 – –
Ditto, borne on the books of Her Majesty's Ship "Nankin" (Full Pay)				110 – –	(Provided under Vote No. 1.)
Four Foremen of the Yard			Senior, at £. 300 – – 2 at £. 250 – – 1 at £. 150 – –	950 – –	800 – –
Converter of Timber				– –	150 – –
Two Foremen of Smiths			1 at £. 150 1 at 125	275 – –	275 – –
Nine Inspectors			*1 at £. 170* *3 at 150* *5 at 125*	– –	1,245 – –
Draughtsman, first class			£. 125	145 – –	270 – –
Allowance for instructing Apprentices in drawing after Yard hours			20		
Foreman of Millwrights (increase of Salary of 50 *l.*, not to be continued to his successor)				200 – –	200 – –
Storekeeper, Cashier, and Accountant				450 – –	600 – –
Assistant Civil Engineer, from 315 *l.* to 500 *l.* per annum				500 – –	500 – –
Clerk and Draughtsman, from 90 *l.* to 300 *l.* per annum				300 – –	300 – –
Staff Surgeon				493 – –	530 – –
Allowance to ditto, for Servants, Fuel, and Lights				53 – –	53 – –
Assistant Surgeon, borne on the books of Her Majesty's Ship "Nankin," (Full Pay)				228 – –	(Provided under Vote 1.)
Chaplain*				400 – –	400 – –
Schoolmaster, for the Instruction of Apprentices in the Yard, from 150 *l.* to 200 *l.* per annum				183 – –	198 – –
			Carried forward £.	6,349 – –	7,677 – –

* In addition to Half-pay.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*		REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869-70.
PEMBROKE—*continued.*		£. s. d.	£. s. d.
Brought forward		6,349 – –	7,677 – –
Clerks:			
2 Senior Clerks, from 315 *l.* to 450 *l.* per annum 8 Clerks, from 90 *l.* to 300 *l.* per annum	£. 2,324 – –		
Add,—			
Amount required for temporary employment of Writers, and for Salaries of Clerks, provisionally employed in lieu of Writers	819 – –		
		3,143 – –	2,850 – – (Including Accountant's Office).
Accountant		Office merged in that of Storekeeper and Cashier.	450 – –
A.—SALARIES and ALLOWANCES, DOCKYARDS AT HOME	£.	9,492 – –	10,977 – –
Allowances for House Rent		125 – –	175 – –
Rates and Taxes		91 – –	100 – –
B.—RENTS, RATES, TAXES, and WATER, DOCKYARDS AT HOME	£.	216 – –	275 – –
C.—Lighting the Yard with Gas		600 – –	600 – –
Allowances in lieu of Stationery		85 – –	85 – –
Postage, Travelling Charges on the Public Service, Advertisements, Chapel Allowances, and other small Expenses		300 – –	300 – –
D.—CONTINGENCIES, DOCKYARDS AT HOME	£.	385 – –	385 – –
TOTAL SALARIED ESTABLISHMENT (carried forward)	£.	10,693 – –	12,237 – –

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS AT HOME—*continued.*			REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
			£. s. d.	£. s. d.
PEMBROKE—*continued.*				
Brought forward			10,693 – –	12,237 – –
WAGES:				
DOCKYARD:				
For the Wages of Shipwrights, other Artificers and Labourers; viz.:—				
	Number of Men. 1870/71.	Number of Men. 1869/70.		
On the Establishment	782	930	51,983 – –	64,546 – –
Hired Labourers, 1st Class (entitled to Pension)		83		
For the Wages of Hired Artificers and Labourers	782	1,013	14,398 – –	17,124 – –
	374	434		
TOTAL Established and Hired	1,156	1,447	*66,381 – –	81,670 – –
For the Wages of Mechanic Writers in the Departments of the Professional Officers, (formerly charged on labour item)		£. 204	275 – –	—
Add,— Amount required for Salaries of Reduced Inspectors provisionally employed as Writers		71		
For the Wages of Persons employed for Yard Service Afloat, in Steam Tugs, Hoys, &c., borne on yard books		371	– – –	293 – –
For ditto, borne on the books of H. M. S. "Nankin"		431	– – –	(Provided under Vote No. 1.)
			802 – –	
For the Hire of Teams			*1,196 – –	1,534 – –
For Wages of the Metropolitan Police Force employed in the Dockyard, under 23 & 24 Vict. c. 135 (including Commutation for Clothing, Fuel, and Contingent Expenses, at 3 *s.* per man per week, and for General Superintendence, at 1 *l.* 6 *s.* 8 *d.* per man per year), viz.:—				
2 Inspectors		£. 292		
3 Serjeants		242		
21 Constables		1,513		
26			2,047 – –	2,101 – –
TOTAL WAGES		£.	70,701 – –	85,598 – –
TOTAL PEMBROKE DOCKYARD		£.	81,394 – –	97,835 – –
HAULBOWLINE:				
SALARIED ESTABLISHMENT			(Provided for under Vote No. 7. Victualling Yards, &c.)	
WAGES:				
For the Wages of Shipwrights, other Artificers, and Labourers, viz.:—				
	Number of Men. 1870/71.	Number of Men. 1869/70.		
Hired Artificers and Labourers	22	18	*805 – –	670 – –
For the Wages of two Seamen borne on the books of H. M. S. "Mersey," for service in "Wolf," coal depôt			58 – –	(Provided under Vote No. 1.)
TOTAL for HAULBOWLINE NAVAL YARD		£.	863 – –	670 – –

Note.—A carpenter is also employed in Haulbowline Yard, borne on the books of Her Majesty's Ship "Mersey," and paid Sea Pay and Allowances. His extra pay of 2 *s.* a day is included in the amount provided for yard wages.

* Provision for 53 weekly payments, which will have to be made in the course of the year 1870–71.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS ABROAD.	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
GIBRALTAR:		
Naval Officer in charge of Establishments, &c.:	£. s. d.	£. s. d.
Sea Pay and Allowances as a Captain of the 1st Class, viz.:		
Sea Pay, at 1 *l.* 12 *s.* 11 *d.* a day - £. 600 14 7		
Command Money - 91 5 –		
Allowance in lieu of Provisions, at 1 *s.* 6 *d.* a day - 27 7 6		
Ditto - for Fuel and Lights, at 1 *s.* 9 *d.* a day - 31 18 9		
Civil Allowance - 108 – 5		
	859 6 3	859 6 3
Allowance to - - ditto - - to provide Wages for two Servants - 73 – –		
Allowance in lieu of Provisions for two Servants - 53 13 9		
	126 13 9	126 13 9
Engineer (borne on books of Her Majesty's Ship "Wizard,") full Pay -	164 – –	Provided under Vote, No. 1.
Allowance to ditto in addition to full Pay	18 – –	18 – –
Clerk of Works, from 250 *l.* to 350 *l.* per annum	350 – –	350 – –
Two Clerks, from 90 *l.* to 300 *l.* per annum	447 – –	437 – –
Temporary Employment of Writers	146 – –	146 – –
N.—SALARIES and ALLOWANCES, NAVAL YARDS ABROAD - £.	2,111 – –	1,937 – –
O.—Rates and Taxes	343 – –	217 – –
P.—Lighting the Yard with Gas	150 – –	200 – –
Allowance in lieu of Stationery	15 – –	15 – –
Postage and other small Expenses	24 – –	24 – –
Q.—CONTINGENCIES, NAVAL YARDS ABROAD - £.	39 – –	39 – –
TOTAL SALARIED ESTABLISHMENT - £.	2,643 – –	2,393 – –
WAGES:		
For the Wages of Shipwrights, other Artificers and Labourers, viz.:—		

	NUMBERS. 1870/71.	NUMBERS. 1869/70.		
On the Establishment	3	3	151 – –	148 – –
Hired Artificers and Labourers	8	4	639 – –	306 – –
Hired Artificers and Labourers in Factory		6		440 – –
TOTAL Established and Hired	11	13	790 – –	894 – –
Wages of Persons employed for Yard Service Afloat	27	28	1,482 – –	1,500 – –
Wages of Police Force employed in the Yard	4	4	285 – –	282 – –
TOTAL WAGES	42	45	* 2,557 – –	2,676 – –
TOTAL GIBRALTAR NAVAL YARD			5,200 – –	5,069 – –
MALTA:				
SALARIED ESTABLISHMENT:				
Admiral Superintendent:				
Sea Pay and Allowances as a Rear Admiral:				
Sea Pay, at 3 *l.* a day - £. 1,095 – –				
Table Money, at 2 *l.* a day - 730 – –				
Allowance in lieu of Provisions, at 1 *s.* 6 *d.* a day - 27 7 6				
Allowance for Fuel and Lights, at 1 *l.* a month - 13 – –				
Civil Allowance - 64 12 6				
			1,930 – –	1,930 – –
Flag Lieutenant to Admiral Superintendent:				
Sea Pay, at 10 *s.* a day - £. 182 10 –				
Allowance in lieu of Provisions, at 2 *s.* a day - 36 10 –				
			219 – –	219 – –
Carried forward - £.			2,149 – –	2,149 – –

* Provision for 53 weekly payments, which will have to be made in the course of the year 1870-71.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS ABROAD—*continued.*			REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
MALTA—*continued.*				
Salaried Establishment—*continued.*			£. s. d.	£. s. d.
Brought forward			2,149 – –	2,149 – –
Retinue of Admiral Superintendent:				
Coxswain and five Domestics	£. 188 11 8			
Allowance in lieu of Provisions to ditto - six at 1 *s.* 6 *d.* a day each	164 8 4			
			353 – –	353 – –
Master Attendant and Queen's Harbour Master			500 – –	500 – –
Master Shipwright	£. 550 – –			
Temporary allowance to ditto for teaching mathematics and mechanics	52 – –			
			602 – –	602 – –
Boatswain			230 – –	230 – –
Foreman of Shipwrights (increase of Salary not to be continued to his successor)			200 – –	200 – –
Foreman of Smiths			160 – –	160 – –
Engineer in charge of the Machinery of both the Naval and Victualling Yards			550 – –	550 – –
Foreman of Fitters			180 – –	180 – –
Naval and Victualling Storekeeper and Accountant			600 – –	600 – –
Clerk of Works, from 250 *l.* to 350 *l.* per annum			350 – –	350 – –
Clerk and Accountant, from 150 *l.* to 300 *l.* per annum			270 – –	260 – –
Foreman of Works, from 200 *l.* to 250 *l.* per annum			248 – –	238 – –
Chaplain			300 – –	300 – –
Additional ditto, and servant (borne on the books of Her Majesty's Ship "Hibernia," and paid Sea Pay and Allowances)			—	—
Allowance to ditto in addition to full Pay			—	100 – –
Inspector of Police			160 – –	160 – –
Naval Schoolmaster of the Dockyard Schools (borne in Her Majesty's ship "Hibernia")			82 – –	82 – –
Assistant to - ditto			50 – –	50 – –
Clerks - Two Senior, from 315 *l.* to 450 *l.* per annum	£. 854 – –			
Clerks - Six, from 90 *l.* to 300 *l.* per annum	1,197 – –		2,051 – –	1,966 – –
Temporary employment of Writers			775 – –	767 – –
N.—SALARIES and ALLOWANCES, NAVAL YARDS ABROAD		£.	9,810 – –	9,797 – –
Allowances for House-rent			505 – –	505 – –
O.—RENTS, RATES, TAXES, and WATER, NAVAL YARDS ABROAD		£.	505 – –	505 – –
P.—Lighting the Dockyard with Gas			300 – –	300 – –
Allowances in lieu of Men formerly employed in Gondolas now discharged, viz: to Chaplain, 30 *l.*, and to Staff Surgeon, 10 *l.* per annum			40 – –	70 – –
Allowances in lieu of Stationery			69 2 –	66 2 –
Postage, Printing, Advertisements, Chapel Allowances, and other small Expenses			121 18 –	121 18 –
Q.—CONTINGENCIES, NAVAL YARDS ABROAD		£.	231 – –	258 – –
TOTAL SALARIED ESTABLISHMENT (carried forward)		£.	10,846 – –	10,860 – –

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS ABROAD—*continued.*	Number of Men. 1870/71.	Number of Men. 1869/70.	REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £. s. d.
MALTA—*continued.*				
Brought forward			10,846 – –	10,860 – –
WAGES.				
DOCKYARD:				
For the Wages of Shipwrights, other Artificers, and Labourers, viz.:				
On the Establishment	55	55	3,451 – –	3,366 – –
Hired Artificers and Labourers	199	155		5,902 – –
For the Wages of Artificers and Labourers employed in the Steam Factory		84 and 7 permanent	9,188 – –	5,416 – –
Labour for coaling Vessels	– –	– –	800 – –	800 – –
TOTAL Established and Hired	254	301	13,439 – –	15,484 – –
For the Wages of Persons employed for Yard Service afloat in Steam Tugs, Hoys, &c.	10	11	680 – –	705 – –
For the Wages of the Police Force employed in the Dockyard	47	40	3,310 – –	2,990 – –
TOTAL WAGES	311	352	*17,429 – –	19,179 – –
TOTAL MALTA NAVAL YARD £.			28,275 – –	30,039 – –
HALIFAX:				
SALARIED ESTABLISHMENT:				
Naval and Victualling Storekeeper and Accountant			500 – –	500 – –
Two Clerks, from 90 *l.* to 300 *l.* per annum			321 – –	609 – –
Allowance to ditto, to meet increased cost of living			100 – –	150 – –
Temporary Employment of Writers			109 – –	99 – –
N.—SALARIES and ALLOWANCES, NAVAL YARDS ABROAD £.			1,030 – –	1,358 – –
Rates and Taxes			19 – –	19 – –
Supply of Water by Contract			120 – –	120 – –
O.—RENTS, RATES, TAXES, and WATER, NAVAL YARDS ABROAD £.			139 – –	139 – –
P.—Lighting the Yard with Gas			60 – –	50 – –
Allowance in lieu of Stationery, to the Naval and Victualling Storekeeper and Accountant			12 – –	12 – –
Postage, Travelling Charges on the Public Service, Advertisements, and other small Expenses			100 – –	79 – –
Q.—CONTINGENCIES, NAVAL YARDS ABROAD £.			112 – –	91 – –
TOTAL SALARIED ESTABLISHMENT £.			1,341 – –	1,638 – –
WAGES:				
For the Wages of Shipwrights, other Artificers, and Labourers, viz.:				
On the Establishment	24	24	1,844 – –	1,815 – –
Hired Artificers and Labourers	11	12	557 – –	642 – –
	35	36	2,401 – –	2,457 – –
For the Hire of Teams	2	Included with Hired Men	106 – –	Included with Hired Men.
TOTAL Established and Hired	37	36		
TOTAL WAGES £.			*2,507 – –	2,457 – –
TOTAL HALIFAX NAVAL YARD £.			3,848 – –	4,095 – –

* Provision for 53 weekly payments, which will have to be made in the course of the year 1870-71.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS ABROAD—*continued.*		REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
BERMUDA.		£. s. d.	£. s. d.
SALARIED ESTABLISHMENT:			
Naval Officer in charge of Establishments, &c.:			
Sea Pay and Allowances as Captain of the First Class:			
Sea Pay, at 1 *l.* 12 *s.* 11 *d.* a day	£. 600 14 7		
Command Money	136 17 6		
Allowance in lieu of Provisions, at 1 *s.* 6 *d.* a day	27 7 6		
Ditto - for Fuel and Lights, at 1 *s.* 9 *d.* a day	31 18 9		
Civil Allowance	62 1 8		
		859 – –	859 – –
Retinue of Naval Officer in Charge:			
Coxswain and three Domestics	£. 126 – –		
Allowance in lieu of Provisions to ditto; four, at 1 *s.* 6*d.* a day each	109 – –		
		235 – –	235 – –
Naval and Victualling Storekeeper and Accountant		600 – –	600 – –
Leading Man of Storehouses		120 – –	120 – –
Clerk and Draughtsman, from 90 *l.* to 300 *l.* per annum		117 – –	120 – –
Surgeon (borne on the books of H.M.S. "Royal Alfred"), Full Pay		401 – –	Provided under Vote No. 1.
Assistant Surgeon (borne on the books of H.M.S. "Terror"), Full Pay		182 – –	
Clerk, R.N. (borne on the books of H.M.S. "Terror"), Full Pay		73 – –	
Chaplain*		400 – –	400 – –
Allowance to a Naval Schoolmaster of Her Majesty's Ship "Terror," for service in the Dockyard, in addition to his Full Pay		36 – –	36 – –
Schoolmistress of the Female School		25 – –	25 – –
Clerks - One Senior, from 315 *l.* to 450 *l.* per annum	£. 375 – –	820 – –	849 – –
Clerks - Three, from 90 *l.* to 300 *l.* per annum	445 – –		
Allowance to the Clerks and the Clerk and Draughtsman, to meet the increased cost of living		250 – –	250 – –
Temporary employment of Writers		349 – –	331 – –
N.—SALARIES and ALLOWANCES, NAVAL YARD ABROAD	£.	4,467 – –	3,825 – –
O.—Rents, Taxes &c.		10 – –	10 – –
Allowances in lieu of Stationery		30 – –	30 – –
Postage, Advertisements, Printing, Chapel Allowances, and other small Expenses		80 – –	56 – –
Q.—CONTINGENCIES, NAVAL YARDS ABROAD	£.	110 – –	86 – –
TOTAL SALARIED ESTABLISHMENT	£.	4,587 – –	3,921 – –

* In addition to Half-pay.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS ABROAD—*continued.*	Number of Men. 1870/71.	Number of Men. 1869/70.	REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £. s. d.
BERMUDA—*continued.*				
WAGES:				
For the Wages of Shipwrights, Artificers, and Labourers, &c., viz.:				
On the Establishment	41	47	3,439 – –	3,767 – –
Hired Artificers and Labourers	80	71	4,954 – –	3,487 – –
For the Wages of Artificers and Labourers employed in the Steam Factory		9		1,388 – –
TOTAL Established and Hired	121	127	*8,393 – –	8,642 – –
For the Wages of Blacksmiths, Stokers, &c., borne on the Books of H.M.S. "Terror," for Service in the Yard and Steam Factory	10	Included in the Fleet	399 – –	Provided under Vote No. 1.
	131	127	8,792 – –	8,642 – –
For the Wages of Persons employed for Yard Service afloat in Steam Tugs, Hoys, &c. (borne on Yard Books)	33	33	*1,994 – –	1,962 – –
For the Wages of 2 Engineers, R.N., a Leading Stoker, and an Engineer's Servant, borne on the Books of H.M.S. "Terror," for service in "Spitfire," Yard Craft	4	Included in the Fleet	333 – –	Provided under Vote No. 1.
Teams	3	Included with Artificers, &c.	*212 – –	Provided partly under Artificers.
TOTAL WAGES	171	160	11,331 – –	10,604 – –
TOTAL BERMUDA NAVAL YARD £.			15,918 – –	14,525 – –
ANTIGUA:				
SALARIED ESTABLISHMENT:				
N.—Clerk in charge			350 – –	350 – –
Q.—Purchase of Stationery, Travelling Charges, and other small Contingencies			36 – –	36 – –
TOTAL SALARIED ESTABLISHMENT £.			386 – –	386 – –
WAGES:				
For the Wages of Shipwrights, other Artificers, and Labourers, viz.:				
On the Establishment	8	8	483 – –	476 – –
Hired Artificers and Labourers	5	5	106 – –	104 – –
TOTAL WAGES	13	13	*589 – –	580 – –
TOTAL ANTIGUA NAVAL YARD £.			975 – –	966 – –

* Provision for 53 weekly payments, which will have to be made in the course of the year 1870–71.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS ABROAD—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
JAMAICA:		
SALARIED ESTABLISHMENT:		
Paymaster in charge of Naval and Victualling Establishments	Provided for under Vote No. 7	—
Clerk in Charge	—	500 – –
One Clerk, from 90 *l.* to 300 *l.* per annum	124 – –	118 – –
Temporary employment of Writers	305 – –	305 – –
Allowance to Clerk and Writer to meet increased cost of living	100 – –	150 – –
Store Porter	120 – –	120 – –
N.—SALARIES and ALLOWANCES, NAVAL YARDS ABROAD £.	649 – –	1,193 – –
O.—ALLOWANCES for HOUSE RENT	91 – –	91 – –
Allowance in lieu of Stationery to Paymaster in charge	15 – –	15 – –
Travelling Charges, Advertisements, and other small Expenses	40 – –	40 – –
Q.—CONTINGENCIES, NAVAL YARDS ABROAD £.	55 – –	55 – –
TOTAL SALARIED ESTABLISHMENT £.	795 – –	1,339 – –
WAGES:		
For the Wages of Shipwrights, other Artificers, and Labourers, viz.:		

	Number of Men.			
	1870/71.	1869/70.		
On the Establishment	24	28	2,076 – –	2,518 – –
Hired Artificers and Labourers	47	46	2,782 – –	2,654 – –
TOTAL ESTABLISHED AND HIRED	71	74	4,858 – –	5,172 – –
For the Wages of Persons employed for Yard Service Afloat	4	Included amongst Established Artificers, &c.	483 – –	Included with Established Artificers, &c.
	75	74	*5,341 – –	5,172 – –
TOTAL JAMAICA NAVAL YARD £.			6,136 – –	6,511 – –

* Provision for 53 weekly payments, which will have to be made in the course of the year 1870-71.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS ABROAD—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
ASCENSION:		
Salaried Establishment	(Provided for under Vote No. 7, Victualling Yards, &c.)	
WAGES:		
For the Wages of Artificers, viz.:		
	Number of Men. 1870/71. / 1869/70.	
Hired Artificers	— / 6	- - - / 861 - -
Total Ascension Naval Yard £.	- - -	861 - -
SIERRA LEONE:		
SALARIED ESTABLISHMENT:		
Allowance of 100 *l.* per annum to the Assistant Commissary General, for superintending the receipt and issue of Provisions and Stores	(Provided for under Vote No. 7, Victualling Yards, &c.)	
WAGES:		
For the Wages of Shipwrights, other Artificers, and Labourers	60 - -	60 - -
TOTAL for SIERRA LEONE NAVAL YARD £.	60 - -	60 - -
CAPE OF GOOD HOPE:		
SALARIED ESTABLISHMENT:		
Staff Commander borne on the books of Her Majesty's Ship "Seringapatam" for service in the Naval Yard:		
Full Pay £. 301 - -	- - -	Full Pay provided under Vote No. 1.
Allowance 91 - -	- - -	91 - -
	392 - -	
Naval and Victualling Storekeeper and Accountant	600 - -	—
Chaplain (borne as above):		
Full Pay £. 274 - -	- - -	Full Pay provided under Vote No. 1.
Allowance 100 - -	- - -	100 - -
	374 - -	
Chief Engineer (borne as above):		
Full Pay £. 283 - -	- - -	Full Pay provided under Vote No. 1.
Allowance 73 - -	- - -	73 - -
	356 - -	
Boatswain (borne as above) Sea Pay	128 - -	Provided under Vote No. 1.
Carpenter (- ditto -) Sea Pay and Allowance	132 - -	
Allowance to the above Commissioned and Warrant Officers of 20 *l.* a year each, in lieu of a Servant.	100 - -	—
Clerks — *One Senior, from 315 l. to 450 l. per annum (Appointment abolished)*	—	600 - -
Clerks — One, from 90 *l.* to 300 *l.* per annum	210 - -	
Allowance to ditto, to meet increased cost of living	50 - -	100 - -
Store Porter	120 - -	120 - -
N.—SALARIES and ALLOWANCES, NAVAL YARDS ABROAD £.	2,462 - -	1,084 - -
O.—Allowance to Store Porter for House Rent	30 - -	30 - -
Carried forward £.	2,492 - -	1,114 - -

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

	Number of Men. 1870/71.	Number of Men. 1869/70.	REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £. s. d.
DOCKYARDS ABROAD—*continued.*				
CAPE OF GOOD HOPE—*continued.*				
Salaried Establishment—*continued.*				
Brought forward			2,492 – –	1,114 – –
Allowances in lieu of Stationery			28 – –	28 – –
Postage, Travelling Charges, Advertisements, and other small Expenses			150 – –	150 – –
Q.—CONTINGENCIES, NAVAL YARDS ABROAD £.			178 – –	178 – –
TOTAL SALARIED ESTABLISHMENT £.			2,670 – –	1,292 – –
WAGES:				
For the Wages of Shipwrights, Artificers and Labourers, &c., viz.:				
On the Establishment	6	6	369 – –	614 – –
Hired Artificers and Labourers	17	26	1,313 – –	1,768 – –
TOTAL ESTABLISHED and HIRED	23	32	*1,682 – –	2,382 – –
For Wages, &c., of Seamen, &c., borne on the Books of Her Majesty's Ship "Seringapatam," for Service in the Yard	38	(Included in the Fleet.)	1,187 – –	Provided under Vote, No. 1.
	61	32	2,869 – –	2,382 – –
For Wages of 1 Engineer, R. N., 1 Gunner, R. N., 7 Seamen, &c., borne as above, for service in the "African" Tug	9	(Included in the Fleet.)	492 – –	Provided under Vote, No. 1.
TOTAL WAGES £.	70	32	3,361 – –	2,382 – –
TOTAL CAPE OF GOOD HOPE, NAVAL YARD £.			6,031 – –	3,674 – –
TRINCOMALEE:				
SALARIED ESTABLISHMENT:				
Naval and Victualling Storekeeper and Accountant			600 – –	600 – –
Two Clerks, from 90 *l.* to 300 *l.* per annum			227 – –	217 – –
Allowance to ditto, to meet increased cost of living			100 – –	100 – –
Temporary Employment of Writers			63 – –	63 – –
Carpenter borne on the Books of Her Majesty's Ship "Forte," Full Pay and Allowance			132 – –	Provided under Vote, No. 1.
Additional Allowance to Carpenter for performing the duties of Foreman of Shipwrights			80 – –	80 – –
N.—SALARIES and ALLOWANCES, NAVAL YARDS ABROAD £.			1,202 – –	1,060 – –
O.—Allowances for House Rent £.			95 – –	95 – –
Allowance in lieu of Stationery to the Naval and Victualling Storekeeper and Accountant			30 – –	30 – –
Carried forward £.			30 – –	30 – –

* Provision for 53 Weekly Payments which will have to be made in the course of the Year 1870–71.

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS ABROAD—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
TRINCOMALEE—*continued.*		
Salaried Establishment—*continued.*	£. s. d.	£. s. d.
Allowance for a Horse: Brought forward	30 – –	30 – –
To the Naval and Victualling Storekeeper and Accountant £.42 11 –	85 2 –	85 2 –
„ Additional Surgeon of Her Majesty's Ship "Forte" 42 11 –		
Postage and other small Expenses	9 18 –	9 18 –
Q.—CONTINGENCIES, NAVAL YARDS ABROAD £.	125 – –	125 – –
TOTAL SALARIED ESTABLISHMENT £.	1,422 – –	1,280 – –
WAGES:		
For the Wages of Shipwrights, other Artificers, and Labourers, viz.:		
Number of Men. 1870/71. 1869/70.		
On the Establishment 26 26	556 – –	554 – –
Hired Artificers and Labourers 16 16	211 – –	246 – –
TOTAL WAGES 42 42	*767 – –	800 – –
TOTAL TRINCOMALEE NAVAL YARD £.	2,189 – –	2,080 – –
SINGAPORE:		
N.—Allowance to the Senior Commissariat Officer for taking charge of the Naval Coal Depôt and Stores	100 – –	100 – –
HONG KONG:		
SALARIED ESTABLISHMENT:		
Naval Officer in charge of Establishments, &c.:		
Sea Pay and Allowances as Captain of the Second Class, viz.:		
Sea Pay, at 1*l.* 7*s.* 5*d.* a day £. 500 7 1		
Command Money 136 17 6		
Allowance in lieu of Fuel and Lights, at 2*s.* 3*d.* a day 41 1 3		
Civil Allowance 162 14 2	†841 – –	†841 – –
Retinue of Naval Officer in charge of Establishments:		
Coxswain and three Domestics £. 126 10 –		
Allowance in lieu of Provisions to ditto, four at 1*s.* 6*d.* a day each 109 10 –	236 – –	236 – –
‡ Staff Commander, R.N., acting as Master Attendant:		
Full Pay £. 355 17 6		
Civil Allowance 344 2 6	700 – –	
‡ Inspector of Machinery Afloat, for Service in Steam Factory, Full Pay	450 – –	
‡ Four Engineers, R.N. ditto Full Pay and Allowance	675 – –	
‡ Carpenter, R.N., Acting as Master Shipwright ditto	96 – –	Provided under Vote No. 1.
‡ Ditto as Assistant ditto ditto	96 – –	
‡ Boatswain, R.N. Full Pay	109 – –	
‡ Chaplain, R.N. ditto	182 – –	
Assistant Surgeon of Her Majesty's Ship "Ocean," for additional duties in attending the dockyard men and their families (Allowance in addition to Sea Pay)	46 – –	46 – –
Naval and Victualling Storekeeper £. 763 – –	863 – –	800 – –
Allowance to ditto to meet increased cost of living 100 – –		
Accountant 600 – –	700 – –	700 – –
Allowance to ditto to meet increased cost of living 100 – –		
Carried forward £.	4,994 – –	2,623 – –

* Provision for 53 weekly payments which will have to be made in the course of the Year 1870–71.

† *Note.*—In addition to the foregoing, the Superintendent is paid the following sums as Commodore of the 2nd Class, for his naval duties:—

Allowance, at 10*s.* a day £.	182 10 –
Table money, at 20*s.* a day	365 – –
£.	547 10 –

‡ Borne on the Books of Her Majesty's Ship "Princess Charlotte."

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS ABROAD—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
HONG KONG—*continued.*		
Salaried Establishment—*continued.*	£. s. d.	£. s. d.
Brought forward	4,994 – –	2,623 – –
Clerks and Writers (Establishment under revision)	2,921 – –	2,921 – –
N.—SALARIES and ALLOWANCES, NAVAL YARDS ABROAD	7,915 – –	5,544 – –
O.—Allowances for House-rent	1,094 – –	1,094 – –
Allowances in lieu of Stationery	52 – –	52 – –
Postage, Boat-hire, Advertisements, and other small Expenses	200 – –	250 – –
Q.—CONTINGENCIES, NAVAL YARDS ABROAD £.	252 – –	302 – –
TOTAL SALARIED ESTABLISHMENT £.	9,261 – –	6,940 – –

WAGES:

For the Wages of Shipwrights, Artificers and Labourers, &c., viz.:

	Number of Men. 1870/71.	Number of Men. 1869/70.		
On the Establishment	†9	†9	*1,097 – –	1,039 – –
Hired Artificers and Labourers	186	122	*7,225 – –	3,771 – –
For the Wages of Artificers and Labourers employed in the Steam Factory‡		64		3,136 – –
TOTAL Established and Hired	195	195	8,322 – –	7,946 – –
For the Wages of Seamen, &c. borne on the Books of Her Majesty's Ship "Princess Charlotte," for Service in the Yard	24	Included in the Fleet.	876 – –	Provided under Vote No. 1.
	219	195	9,198 – –	7,946 – –
For the Wages of Persons employed in Yard Service Afloat, borne on the Yard Books	15	15	326 – –	326 – –
For the Wages of 1 Coxswain of Launch, 2 Chinese Stokers, and 1 Chief Boatswain's Mate, borne on the Books of Her Majesty's Ship "Princess Charlotte" for Yard Service Afloat, and Pay, &c. of 2 Chinese Lightermen	6	Included in the Fleet.	198 – –	Provided under Vote No. 1.
For the Wages of the Police employed in the Yard	35	29	2,417 – –	2,335 – –
TOTAL WAGES £.	275	239	12,139 – –	10,607 – –
TOTAL HONG KONG NAVAL YARD £.			21,400 – –	17,547 – –

* Provision made for 53 weekly payments.
† Borne on books of "Princess Charlotte."
‡1 Ditto ditto.

Provided for under Vote No. 7, Victualling Yards.

ESQUIMALT (VANCOUVER).

SALARIED ESTABLISHMENT

WAGES:

For the Wages of Artificers, &c.:

	Number of Men. 1870/71.	Number of Men. 1869/70.		
On the Establishment	1	1	230 – –	240 – –
TOTAL ESQUIMALT NAVAL ESTABLISHMENT £.			230 – –	240 – –

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

DOCKYARDS ABROAD—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
SHANGHAI:		
SALARIED ESTABLISHMENT:		
Paymaster, R.N., in charge of Naval and Victualling Stores and Coal Depôt (borne on books of Her Majesty's Ship "Princess Charlotte.")		
Full Pay - - - - - - - - - - - £. 249 – –		
Allowance to meet extra cost of living on shore - - - 100 – –		
Allowance for charge of Stores and of Coal Depôt - - - 119 – –		
	468 – –	Provided under Vote No. 1.
Carpenter, R.N. (borne on books of Her Majesty's Ship "Princess Charlotte.")		
Sea Pay and Allowance - - - - - - - - £. 96 – –	– –	
Special Allowance for Service in the Yard - - - - 45 – –		
	141 – –	
N.—SALARIES AND ALLOWANCES, NAVAL YARDS ABROAD - - - - £.	609 – –	—
Allowance to Paymaster for House Rent - - - - - - - - -	64 – –	Provided under Vote No. 1.
Taxes and Water - - - - - - - - - - - - - -	20 – –	Provided under Vote No. 14.
O.—RENTS, RATES, TAXES, NAVAL YARDS ABROAD - - - - - £.	84 – –	—
Allowance in lieu of Stationery - - - - - - - - - -	15 – –	Provided under Vote No. 1.
Postage, Advertisements, and other small Expenses - - - - - -	100 – –	Provided under Vote No. 14.
Q.—CONTINGENCIES, NAVAL YARDS ABROAD - - - - - - £.	115 – –	—
TOTAL SALARIED ESTABLISHMENT - - - £.	808 – –	—
WAGES:		
For Wages, &c. of two Ship's Stewards, and of one Cooper (borne on the books of Her Majesty's Ship "Princess Charlotte)" - - - - - - - - -	259 – –	Provided under Vote No. 1.
For Wages of 21 Natives in various capacities, for Service in the Yard (borne on Yard Books) - - - - - - - - - - - - - -	584 – –	
TOTAL WAGES - - - £.	843 – –	—
TOTAL SHANGHAI ESTABLISHMENT - - - £.	1,651 – –	—
TOTAL OF YARDS AT HOME AND ABROAD - - - £.	894,219 – –	1,100,105 – –
Abate—		
Labour at the several Yards at Home and Abroad in making and repairing Yard Machinery, chargeable to Vote No. 11, New Works, &c., and provided for under that Vote (*see* page 101), viz.—		
At Home - - - - - - - £. 19,063 – –		
Abroad - - - - - - - - 926 – –		
	19,989 – –	24,741 – –
£.	874,230 – –	1,075,364 – –
Wages of Artificers and Labourers breaking up Old Ships - - - -	Included in Wages to Artificers at the several Yards.	5,000 – –
Extra Pay to Artificers, &c. of the Fleet at Home - - - - - -	600 – –	1,118 – –
Ditto - - - - ditto - - - - Abroad - - - - - -	3,522 – –	3,522 – –
Survey Valuation of Stock in the several Dockyards - - - - -	Included in Wages to Artificers at the several Yards.	1,000 – –
TOTAL - - - £.	878,352 – –	1,086,004 – –

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

ABSTRACT.

YARD.	A. Salaries and Allowances.		B. Rents, Rates, Taxes, and Water.		C. Lighting with Gas.		D. Contingencies.		E. WAGES. Established. (Mechanic Writers employed under Professional Officers, marked †.)		E. WAGES. Hired (including Steam Factory*).	
	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.
AT HOME.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1. DEPTFORD	1,236	1,230	135	–	–	100	–	–	2,901	2,916	74	–
2. WOOLWICH	740	8,864	370	505	300	425	50	1,791	443	24,175	2,000	3,502 14,663*
3. CHATHAM	15,643	18,100	407	550	1,400	1,400	632	535	98,236 1,247†	114,027 –	53,761	66,554
4. SHEERNESS	14,997	17,211	520	650	700	700	537	537	60,039 570†	74,070	26,267	5,484 29,211*
5. PORTSMOUTH	22,171	27,602	2,230	2,015	1,900	2,000	897	997	113,470 1,854†	148,246	58,159	25,055 52,130*
6. DEVONPORT	24,663	29,518	1,760	1,900	1,500	1,500	951	1,051	120,566 736†	130,864	42,682	12,723 46,353*
7. PEMBROKE	9,492	10,977	216	275	600	600	385	385	51,983 275†	64,546	14,398	17,124
8. HAULBOWLINE	–	–	–	–	–	–	–	–	–	–	805	670
									Abate—Labour at the several Yards, in Making and Repairing Yard Machinery (chargeable to Vote No. 11, New Works, &c.), and provided for under that Vote			
TOTAL of YARDS at HOME £.	88,942	113,502	5,638	5,895	6,400	6,725	3,452	5,296	452,320	558,844	198,146	131,112 142,357*
ABROAD.	N.		O.		P.		Q.		R.			
9. GIBRALTAR	2,111	1,937	343	217	150	200	39	39	151	148	639	306 440*
10. MALTA	9,810	9,797	505	505	300	300	231	258	3,451	3,366	9,988	6,702 5,416*
11. HALIFAX	1,030	1,358	139	139	60	50	112	91	1,844	1,815	557	642
12. BERMUDA	4,467	3,825	10	10	–	–	110	86	3,439	3,767	4,954	3,487 1,388*
13. ANTIGUA	350	350	–	–	–	–	36	36	483	476	106	104
14. JAMAICA	649	1,193	91	91	–	–	55	55	2,076	2,518	2,782	2,654
15. *Ascension*	–	–	–	–	–	–	–	–	–	–	–	861
16. SIERRA LEONE	–	–	–	–	–	–	–	–	–	–	60	60
17. CAPE OF GOOD HOPE	2,462	1,084	30	30	–	–	178	178	369	614	1,313	1,768
18. TRINCOMALEE	1,202	1,060	95	95	–	–	125	125	556	554	271	246
19. SINGAPORE	100	100	–	–	–	–	–	–	–	–	–	–
20. HONG KONG	7,915	5,544	1,094	1,094	–	–	252	302	1,097	1,039	7,225	3,771 3,136*
21. ESQUIMALT	–	–	–	–	–	–	–	–	230	240	–	–
22. SHANGHAI	609	Provided under Vote No. 1	84	Provided under Votes Nos. 1 & 14			115	Provided under Votes Nos. 1 & 14	–	–	584	Provided under Vote No. 1.
									Abate—Labour at the several Yards, in Making and Repairing Yard Machinery (chargeable to Vote No. 11, New Works, &c.), and provided for under that Vote			
TOTAL of YARDS ABROAD £.	30,705	26,248	2,391	2,181	510	550	1,253	1,170	13,696	14,537	28,419	20,601 10,380*
TOTAL of YARDS at HOME and ABROAD	119,647	139,750	8,029	8,076	6,910	7,275	4,705	6,466	466,016	573,381	226,565	151,713 152,737*

Memo.:—

For Statement of the Number of Steam Ships Afloat and Building, and of the Number of Effective Sailing Ships — *See* Appendix, No. 11, p. 177.

For Programme of Shipbuilding Works to be undertaken in Her Majesty's Dockyards during the year 1870–71 — ,, No. 12, p. 178.

For Statement of the Number and Description of Workmen authorised as the Establishments at the several Dockyards at Home — ,, No. 13, p. 185.

For Statement of the Distribution of hired Artificers, Labourers, &c. in the several Dockyards at Home — ,, No. 14, p. 186.

Note.—The Amount required for 1870–71 includes 11,263 *l.* transferred from Votes 1 and 14. A sum of 1,803 *l.* has, however, been transferred to Votes 3 and 12. The real decrease is, therefore, 217,112*l.*

VOTE 6.—DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*

ABSTRACT.

	E. — WAGES.				F.		G.		H.		Required for the Service of the Year 1870-71.	Last Vote for the Financial Year 1869-70.
	Artificers of the Fleet.		TOTAL. (Mechanic Writers employed under Professional Officers, marked †.)		Wages, Yard Service Afloat, Transfers from Vote, No. 1, marked †.		Hire of Teams.		Wages, Police Force.			
	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.		
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1	–	–	2,975	2,916	- -	- -	–	- -	225	224	4,571	4,470
2	–	–	2,443	42,340	43	2,372	–	413	1,397	2,448	5,343	59,158
3	–	–	151,997 1,247†	180,581	1,895	1,633	898	1,352	4,856	4,796	178,975	208,947
4	–	–	86,306 570†	108,765	3,021	2,845	934	955	2,119	2,241	109,704	133,904
5	–	–	171,629 1,854†	225,431	4,744	4,063	1,685	1,653	7,134	7,558	214,244	271,319
6	–	–	163,248 736†	189,940	5,686	5,102	2,034	2,038	6,534	6,986	207,112	238,035
7	–	–	66,381 275†	81,670	371 †431	293	1,196	1,534	2,047	2,101	81,394	97,835
8	–	–	805	670	†58	- -	–	- -	–	–	863	670
			650,466	832,313							802,206	1,014,338
	–	–	19,063	24,142	- -	- -	–	- -	–	–	19,063	24,142
	–		631,403	808,171	16,249	16,308	6,747	7,945	24,312	26,354	783,143	990,196

	R.				S.		T.		U.			
9	–	–	790	894	1,482	1,500	- -	- -	285	282	5,200	5,069
10	–	–	13,439	15,484	680	705	- -	- -	3,310	2,990	28,275	30,039
11	–	–	2,401	2,457	- -	- -	106	Included with Hired Men.	–	–	3,848	4,095
12	399	–	8,792	8,642	1,994 †333	1,962	212	ditto -	–	–	15,918	14,525
13	–	–	589	580	- -	- -	- -	- -	–	–	975	966
14	–	–	4,858	5,172	483	Under Established Artificers.	- -	- -	–	–	6,136	6,511
15	–	–	–	861	- -	- -	- -	- -	–	–	- -	861
16	–	–	60	60	- -	- -	- -	- -	–	–	60	60
17	1,187	–	2,869	2,382	†492	Provided under Vote No. 1.	- -	- -	–	–	6,031	3,674
18	–	–	767	800	- -	- -	- -	- -	–	–	2,189	2,080
19	–	Provided under Vote No. 1.	- -	- -	- -	- -	- -	- -	–	–	100	100
20	876	–	9,198	7,946	326 †198	326	- -	- -	2,417	2,335	21,400	17,547
21	–	–	230	240	- -	- -	- -	- -	–	–	230	240
22	259	–	843	Provided under Vote No. 1.	- -	- -	- -	- -	–	–	1,651	Provided under Votes Nos. 1 & 14
			44,836	45,518							92,013	85,767
	–	–	926	599	- -	- -	- -	- -	–	–	926	599
	2,721	–	43,910	44,919	5,988	4,493	318	- -	6,012	5,607	91,087	85,168
	2,721	–	675,313	853,090	22,237	20,801	7,065	7,945	30,324	31,961	874,230	1,075,364

I.—Wages of Artificers and Labourers breaking up old Ships - - -	Included in Wages to Artificers at the several Yards.	5,000
L.—Extra Pay to Artificers, &c. of the Fleet at Home - - - -	600	1,118
V.— Ditto - - ditto - - - - - Abroad - - - - -	3,522	3,522
M—Survey Valuation of Stock at the several Dockyards - - - -	Included in Wages to Artificers at the several Yards.	1,000
TOTAL - - £.	878,352	1,086,004

Vote 7.

VICTUALLING YARDS AT HOME AND ABROAD.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the Expense of the Victualling Yards at Home and Abroad.

Sixty-nine Thousand Two Hundred and Sixty-seven Pounds.

II. Sub-Heads under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.	Actual Expenditure in 1868-69.
	£.	£.	£.	£.	£.
A.—SALARIES AND ALLOWANCES - VICTUALLING YARDS, AT HOME	13,949	17,856	—	3,907	
B.—RENTS, RATES, TAXES, AND WATER - - DITTO - - -	1,029	1,221	—	192	
C.—LIGHTING WITH GAS - - - - - - DITTO - - -	895	715	180	—	
D.—CONTINGENCIES - - - - - - - - DITTO - - -	627	627	—	—	
E.—WAGES TO ARTIFICERS, &c. - - - - DITTO - -	31,768	36,029	—	4,261	
F.—WAGES, VICTUALLING YARD HOYS - - - DITTO - - -	3,621	4,691	—	1,070	
G.—WAGES, POLICE FORCE - - - - - DITTO -	4,498	4,288	210	—	
H.—SURVEY VALUATION OF STOCK IN THE VICTUALLING YARDS -	- -	100	—	100	
I.—SALARIES AND ALLOWANCES, - VICTUALLING YARDS ABROAD	4,588	4,996	—	408	
K.—RENTS, RATES, TAXES, AND WATER - - DITTO - - -	246	276	—	30	
L.—LIGHTING WITH GAS - - - - - - DITTO - - -	160	150	10	—	
M.—CONTINGENCIES - - - - - - - - DITTO - - -	286	240	46	—	
N.—WAGES TO ARTIFICERS, &c. - - - - DITTO - - -	7,100	7,704	—	604	
O.—EXTRA PAY TO ARTIFICERS, &c., OF THE FLEET EMPLOYED IN VICTUALLING ESTABLISHMENTS - - - - - - - -	500	- -	500	—	
SALARIES AND ALLOWANCES - TRANSPORT ESTABLISHMENTS - - - - - - - - - - - - -	- -	882	—	882	
RENTS, RATES, TAXES, AND WATER - - - DITTO - -	- -	274	—	274	
CONTINGENCIES - - - - - - - - - DITTO - -	- -	135	—	135	
WAGES TO ARTIFICERS - - - - - - - DITTO - -	- -	487	—	487	
£.	69,267	80,671	946	12,350	£. 83,26

Net Decrease - - £. 11,404

The Amount provided for 1870-71 includes the Sum of 177*l.*, transferred from Vote No. 1, but the cost of the Transport Establishment at Deptford (1,778*l.*, provided in 1869-70) having been transferred to Vote 17, the Real Decrease is - - - - - - - - - £. 9,803.

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

DETAILS of the foregoing.

		REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
VICTUALLING YARDS AT HOME.			
ROYAL VICTORIA YARD, DEPTFORD:			
SALARIED ESTABLISHMENT:		£. s. d.	£. s. d.
Captain Superintendent - - - - - (No successor will be appointed)		400 – – (for six months.)	
Master Attendant and Harbour Master - - (- - ditto - -)		300 – – (for six months.)	
Superintending Storekeeper - - - - - - - - - - - -		600 – –	
Store Receiver and Accountant - - - - - - - - - - -		550 – –	
Staff Surgeon and Medical Storekeeper - - - - - - - - -		476 – –	
Allowance to - - - ditto - - - for Servants, Fuel, and Lights - - -		53 – –	
Clerks:			
2 Senior Clerks, from 315 *l.* to 450 *l.* per annum - - -	£. 2,129		
7 Clerks, from 90 *l.* to 300 *l.* per annum - - - - -			
Add,—			
Amount required for temporary Employment of Writers, and for Salaries of Clerks provisionally employed in lieu of Writers -	1,197		8,500 – –
		3,326 – –	
Carpenter, R. N., borne in H.M.S. "Fisgard," in charge of Tanks (transferred from Vote No. 1) - - - - - - - - - - - - - -		133 – –	
Assistant to Master Attendant and Harbour Master - - - - - - - -		190 – –	
Master Cooper - - - - - - - - - - - - - -		250 – –	
Master Miller - - - - - - - - - - - - - -		—	
Foreman of Coopers - - - - - - - - - - - - -		150 – –	
Superintendent of the Manufacture of Mustard - - - - - - - -		150 – –	
Foreman of Storehouses - - - - - - - - - - - -		120 – –	
Leading Man of Bakers - - - - - - - - - - - -		120 – –	
Dispensary Assistant - - - - - - - - - - - - -		100 – –	
Leading Man of Millers - - - - - - - - - - - -		120 – –	
Director of Works Department:			
Clerk and Draughtsman, 90 *l.* to 300 *l.* per annum - - - - - - -		210 – –	
Foreman of Works, 120 *l.* to 180 *l.* per annum - - - - - - - -		180 – –	
A.—SALARIES AND ALLOWANCES, VICTUALLING YARDS AT HOME - - - £.		7,428 – –	8,500 – –
Rent of Bavin Field - - - - - - - - - - - - -		46 – –	46 – –
Allowances for House Rent - - - - { to the Master Cooper - - £. 35 / „ Leading Man of Millers, 20 }		55 – –	70 – –
Rates and Taxes - - - - - - - - - - - - - -		178 – –	280 – –
Water supplied for Victualling Yard - - - - - - - - - - -		250 – –	250 – –
B.—RENTS, RATES, TAXES, AND WATER, VICTUALLING YARDS AT HOME - £.		529 – –	646 – –
Making Gas at Government Works - - - - - - - - - - -		450 – –	450 – –
Rent of Gas Works - - - - - - - - - - - - -		200 – –	—
C.—LIGHTING THE YARD WITH GAS - - - - - - - - - £.		650 – –	450 – –
Allowances in lieu of Stationery - - - - - - - - - - - -		85 – –	85 – –
Postage and Travelling Charges on the Public Service, and other small Expenses -		215 – –	198 – –
D.—CONTINGENCIES, VICTUALLING YARDS AT HOME - - - - - £.		300 – –	283 – –
TOTAL SALARIED ESTABLISHMENT - - - £.		8,907 – –	9,879 – –

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

	Number of Men on the Establishment. 1870/71.	Number of Men on the Establishment. 1869/70.	REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £. s. d.
VICTUALLING YARDS AT HOME—*continued.*				
ROYAL VICTORIA YARD, DEPTFORD—*continued.*				
WAGES:				
For the Wages of Artificers and Labourers, viz.:—				
On the Establishment	199	221	*19,000 – –	20,800 – –
Hired Artificers and Labourers	187	228		
	386	449		
For the Wages of Victualling Yard Hoys			*1,559 – –	1,859 – –
For Wages of the Metropolitan Police Force employed in the Yard, under Act 23 & 24 Vict. c. 135 (including Commutation for Clothing, Fuel, and Contingent Expenses, at 3 *s.* per man per week, and for General Superintendence, at 1 *l.* 6 *s.* 8 *d.* per man per annum):				
2 Inspectors			£. s. d. 292 – –	
5 Serjeants			403 – –	
18 Constables			1,297 – –	
25			1,992 – –	1,961 – –
TOTAL WAGES £.			22,551 – –	24,620 – –
TOTAL, ROYAL VICTORIA YARD £.			31,458 – –	34,499 – –
ROYAL CLARENCE YARD AT WEEVIL (GOSPORT):				
Captain Superintendent (No successor will be appointed)			400 – – (for six months.)	
Master Attendant			—	
Superintending Storekeeper			600 – –	
Clerks:				
1 Senior Clerk, from 315 *l.* to 450 *l.* per annum Clerks from 90 *l.* to 300 *l.* per annum			£. 772	
Add,—Amount required for Salaries of Clerks provisionally employed in lieu of Writers			459	
			1,231	
Less,—Contribution from Indian Government to meet three-fifths of Salary of one Clerk partly employed on Overland Troop Service			82	
			1,149 – –	4,000 – –
Leading Man of Coopers (Salary on a new appointment to be 120 *l.*)			150 – –	
Leading Man of Millers			—	
Leading Man of Bakers			—	
Engineer			120 – –	
Director of Works Department:				
Clerk of Works, from 190 *l.* to 300 *l.* per annum			300 – –	
Foreman of Works, from 120 *l.* *to* 180 *l.* *per annum*			—	
A.—SALARIES AND ALLOWANCES, VICTUALLING YARDS AT HOME (carried forward) £.			2,719 – –	4,000 – –

* Provision for 53 weekly payments, which will have to be made in the year 1870–71.

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
VICTUALLING YARDS AT HOME—*continued.*		
ROYAL CLARENCE YARD AT WEEVIL (GOSPORT)—*continued.*		
	£. s. d.	£. s. d.
Brought forward - - -	2,719 – –	4,000 – –
Allowance for House Rent to Clerk of Works - - - - - - - - -	– – –	50 – –
Rates and Taxes - - - - - - - - - - - - - -	66 – –	66 – –
B.—RENTS, RATES, TAXES, AND WATER VICTUALLING YARDS AT HOME - £.	66 – –	116 – –
C.—Lighting the Yard with Gas - - - - - - - - - - - -	150 – –	160 – –
Allowances in lieu of Stationery - - - - - - - - - - - -	27 – –	27 – –
Postage and Travelling Charges on the Public Service, Advertisements, Stamps, Pumping, Carting Rubbish, and other small Expenses - - - - - -	119 – –	119 – –
D.—CONTINGENCIES, VICTUALLING YARDS AT HOME - - - £.	146 – –	146 – –
TOTAL SALARIED ESTABLISHMENT - - £.	3,081 – –	4,422 – –

WAGES:	Number of Men. 1870/71.	Number of Men. 1869/70.		
For the Wages of Artificers and Labourers, viz:				
On the Establishment - - - - - - -	74	92		
Hired Artificers and Labourers - - - - -	38	55	*6,000 – –	7,309 – –
	112	147		
For the Wages of Victualling Yard Hoys - - - - - - - - -			*1,008 – –	1,490 – –

For Wages of the Metropolitan Police Force employed in the Yard, under Act 23 & 24 Vict. c. 135 (including Commutation for Clothing, Fuel, and Contingent Expenses at 3*s.* per Man per Week, and for General Superintendence at 1*l.* 6*s.* 8*d.* per Man per Annum):

	£. s. d.		
1 Inspector - - - - - - - - - -	146 – –		
3 Serjeants - - - - - - - - - -	242 – –		
12 Constables - - - - - - - - - -	865 – –		
16		1,253 – –	1,235 – –
TOTAL WAGES - - - £.		8,261 – –	10,034 – –
TOTAL ROYAL CLARENCE YARD - - - £.		11,342 – –	14,456 – –

ROYAL WILLIAM YARD, AT CREMILL (PLYMOUTH):

SALARIED ESTABLISHMENT:

	£.		
Captain Superintendent (no successor will be appointed) - - - - - -		400 – – (for six months.)	
Master Attendant (no successor will be appointed) - - - - - -		250 – – (for six months.)	
Superintending Storekeeper - - - - - - - - - - - -		500 – –	
Clerks:			
1 Senior Clerk, from 315*l.* to 450*l.* per annum - - - - }	577		
1 Clerk, from 90*l.* to 300*l* per annum - - - - - }			
Add,—Amount required for the Salaries of Clerks provisionally employed in lieu of Writers - - - - - - - - - - - - -	368		
		945 – –	4,100 – –
Carried forward - - - £.		2,095 – –	4,100 – –

* Provision for 53 weekly payments, which will have to be made in the year 1870–71.

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

VICTUALLING YARDS AT HOME—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
ROYAL WILLIAM YARD AT CREMILL (PLYMOUTH)—*continued.*		
Salaried Establishment—*continued.*	£. s. d.	£. s. d.
Brought forward	2,095 – –	4,100 – –
Labourer in charge at Brixham	34 – –	
Leading Man of Coopers (Salary on a new appointment to be 120 *l.*)	150 – –	
Leading Man of Millers	—	
Leading Man of Bakers	—	
Engineer	120 – –	
DIRECTOR OF WORKS DEPARTMENT:		
Clerk of Works, from 190 l. to 300 l. per annum	—	
Clerk and Accountant, from 90 *l.* to 300 *l.* per annum	223 – –	
Foreman of Works, from 120 l. to 180 l. per annum	—	
A.—SALARIES and ALLOWANCES, VICTUALLING YARDS AT HOME £.	2,622 – –	4,100 – –
Allowances for House Rent	50 – –	100 – –
Rates and Taxes	75 – –	50 – –
Rent of Water	260 – –	260 – –
B.—RENTS, RATES, TAXES, and WATER, VICTUALLING YARDS AT HOME £.	385 – –	410 – –
C.—Lighting the Yard with Gas	90 – –	100 – –
Allowances in lieu of Stationery	27 – –	27 – –
Postage and Travelling Charges on the Public Service, Advertisements, Stamps, and other small Expenses	104 – –	131 – –
D.—CONTINGENCIES, VICTUALLING YARDS AT HOME £.	131 – –	158 – –
TOTAL SALARIED ESTABLISHMENT £.	3,228 – –	4,768 – –
WAGES:		
For the Wages of Artificers and Labourers, viz.: (Number of Men: 1870/71 / 1869/70)		
On the Establishment — 73 / 83		
Hired Artificers and Labourers — 35 / 60	*5,780 – –	6,956 – –
108 / 143		
For the Wages of Victualling Yard Hoys	*971 – –	1,260 – –
For Wages of the Metropolitan Police Force employed in the Yard, under Act 23 & 24 Vict. c. 135 (including Commutation for Clothing, Fuel, and Contingent Expenses at 3 *s.* per Man per Week, and for General Superintendence at 1 *l.* 6 *s.* 8 *d.* per Man per Annum):		
1 Inspector — £. 146 – –		
3 Serjeants — 242 – –		
12 Constables — 865 – –		
16	1,253 – –	1,092 – –
TOTAL WAGES £.	8,004 – –	9,308 – –
TOTAL ROYAL WILLIAM YARD £.	11,232 – –	14,076 – –

* Provision for 53 weekly payments, which will have to be made in the year 1870-71.

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

VICTUALLING YARDS AT HOME—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
HAULBOWLINE VICTUALLING YARD:		
SALARIED ESTABLISHMENT:	£. s. d.	£. s. d.
Naval and Victualling Storekeeper and Accountant	500 – –	500 – –
†2 Clerks, from 90 *l.* to 300 *l.* per annum	457 – –	447 – –
Non-commissioned Officer of Marines employed as Clerk, &c., at 4 *s.* a day, or 28 *s.* a week, in addition to his Pension	73 – –	73 – –
Temporary Employment of a Writer	–	86 – –
Foreman of Coopers	150 – –	150 – –
(† On a vacancy occurring, a Writer will be substituted for a Clerk.)		
A.—SALARIES and ALLOWANCES, VICTUALLING YARDS AT HOME £.	1,180 – –	1,256 – –
Allowance for House Rent to the Foreman of Coopers	26 – –	26 – –
Rates and Taxes	23 – –	23 – –
B.—RENTS, RATES, TAXES, and WATER, VICTUALLING YARDS AT HOME £.	49 – –	49 – –
C.—Lighting the Yard with Gas	5 – –	5 – –
Allowance in lieu of Stationery	10 10 –	10 10 –
Postage and Travelling Charges on the Public Service, Stamps, Advertisements, and other small Expenses	39 10 –	29 10 –
D.—CONTINGENCIES, VICTUALLING YARDS AT HOME £.	50 – –	40 – –
TOTAL SALARIED ESTABLISHMENT £.	1,284 – –	1,350 – –

WAGES:	Number of Men. 1870-71.	Number of Men. 1869/70.		
For the Wages of Artificers, Labourers, Watchmen, &c.; viz.:				
On the Establishment	12	12		
Hired Artificers and Labourers	4	4		
	16	16	*1,288 – –	1,264 – –
For the Wages of Victualling Yard Hoys			*83 – –	82 – –
TOTAL WAGES £.			1,371 – –	1,346 – –
TOTAL HAULBOWLINE VICTUALLING YARD £.			2,655 – –	2,696 – –

VICTUALLING YARDS ABROAD.

GIBRALTAR:

SALARIED ESTABLISHMENT			Provided for under Vote No. 6, Dockyards and Naval Yards at Home and Abroad.	
WAGES:	Number of Men. 1870-71.	Number of Men. 1869/70.		
For the Wages of Artificers and Labourers:				
On the Establishment	5	7	*234 – –	330 – –
Hired Artificers and Labourers	–	–	14 – –	
TOTAL GIBRALTAR VICTUALLING YARD £.			248 – –	330 – –

* Provision for 53 weekly payments which will have to be made in the year 1870-71.

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

VICTUALLING YARDS ABROAD—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
MALTA:	£. s. d.	£. s. d.
Victualling Storekeeper and Accountant (Duties performed by Naval Storekeeper) -	- - -	600 - -
Clerks - - - { 1 Senior, from 315 *l.* to 450 *l.* a year - - - £. 450 / 2, from 90 *l.* to 300 *l.* a year - - - - 291 }	741 - -	684 - -
Temporary Employment of a Writer - - - - - - - - - -	146 - -	266 - -
Master Miller and Baker - - - - - - - - - - -	175 - -	175 - -
I.—SALARIES AND ALLOWANCES, VICTUALLING ESTABLISHMENTS ABROAD - £.	1,062 - -	1,725 - -
K.—Allowances for House Rent - - - - - - - - - - -	90 - -	90 - -
L.—Lighting the Yard with Gas - - - - - - - - - - -	100 - -	100 - -
Allowance in lieu of Stationery to the Victualling Storekeeper and Accountant - -	15 10 -	15 10 -
Advertisements and other small Expenses - - - - - - - - - -	30 10 -	30 10 -
M.—CONTINGENCIES, VICTUALLING ESTABLISHMENTS ABROAD - - - - - £.	46 - -	46 - -
TOTAL SALARIED ESTABLISHMENT - - - £.	1,298 - -	1,961 - -

WAGES: For the Wages of Artificers and Labourers, viz.:	Number of Men. 1870/71.	Number of Men. 1869/70.		
On the Establishment - - - - - - - - -	75	86	2,041 - -	2,452 - -
Hired Artificers and Labourers - - - - - -	21	21	559 - -	548 - -
TOTAL WAGES - - -	96	107	*2,600 - -	3,000 - -
TOTAL MALTA VICTUALLING YARD - - - £.			*3,898 - -	4,961 - -

HALIFAX:		
Victualling Storekeeper and Accountant (paid as Naval Storekeeper and Accountant) - - - - - - - - - - - - - - -	—	—
Clerk, from 90 *l.* to 300 *l.* a year - - - - - - - - - -	182 - -	172 - -
Temporary employment of a Writer - - - - - - - - - -	86 - -	86 - -
Allowance to Clerk, to meet the increased cost of living - - - - - -	50 - -	50 - -
I.—SALARIES AND ALLOWANCES, VICTUALLING ESTABLISHMENTS ABROAD - £.	318 - -	308 - -
L.—Lighting the Yard with Gas - - - - - - - - - - -	60 - -	50 - -
Allowance in lieu of Stationery to the Victualling Storekeeper and Accountant -	6 - -	6 - -
Fuel, Advertisements, and other small Expenses - - - - - - - -	19 - -	19 - -
M.—CONTINGENCIES, VICTUALLING ESTABLISHMENTS ABROAD - - - - - £.	25 - -	25 - -
TOTAL SALARIED ESTABLISHMENT - - - £.	403 - -	383 - -

WAGES: For the Wages of Artificers and Labourers, viz.:	Number of Men. 1870/71.	Number of Men. 1869-70.		
On the Establishment - - - - - - - - -	1	1	64 - -	64 - -
Hired Artificers and Labourers - - - - - - -	1	1	53 - -	51 - -
TOTAL WAGES - - - -	2	2	*117 - -	115 - -
TOTAL HALIFAX VICTUALLING YARD - - - £.			520 - -	498 - -

* Provision for 53 weekly payments which will have to be made in the year 1870-71.

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

VICTUALLING YARDS ABROAD—*continued.*	Number of Men. 1870/71.	Number of Men. 1869/70.	LAST VOTE for the Financial Year 1870/71. £. s. d.	REQUIRED for the Service of the Year 1869/70. £. s. d.
BERMUDA:				
SALARIED ESTABLISHMENT			Provided for under Vote No. 6, Dockyards and Naval Yards at Home and Abroad.	
WAGES:				
For the Wages of Artificers and Labourers, viz.:				
On the Establishment	12	14	* 329 – –	950 – –
Hired Artificers and Labourers	9	11	* 487 – –	
Cooper, borne on the books of H. M. S. "Terror"	1	Provided under Vote No. 1.	44 – –	Provided under Vote No. 1.
	22	25		
TOTAL BERMUDA VICTUALLING YARD £.			860 – –	950 – –
JAMAICA:				
Paymaster in Charge of Naval and Victualling Stores at Port Royal, in addition to Naval Pay			250 – –	500 – –
Clerk, from 90 *l.* to 300 *l.* a year			285 – –	
Temporary Employment of a Writer			86 – –	
Allowance to Clerk, to meet the increased cost of living			50 – –	
I.—SALARIES AND ALLOWANCES, VICTUALLING ESTABLISHMENTS ABROAD £.			671 – –	500 – –
K.—Allowance to Clerk, for House Rent			40 – –	40 – –
Allowance in lieu of Stationery			10 10 –	10 10 –
Travelling Expenses, Advertisements, and other small Expenses			23 10 –	37 10 –
M.—CONTINGENCIES, VICTUALLING ESTABLISHMENTS ABROAD £.			34 – –	48 – –
TOTAL SALARIED ESTABLISHMENT £.			745 – –	588 – –
WAGES:				
For the Wages of Artificers and Labourers, viz.:				
On the Establishment	6	7	349 – –	373 – –
Hired Artificers and Labourers	2	2	190 – –	187 – –
TOTAL WAGES	8	9	* 539 – –	560 – –
TOTAL JAMAICA VICTUALLING YARD £.			1,284 – –	1,148 – –
ASCENSION:				
Allowance to the Captain of Her Majesty's Ship "Flora," in addition to their Full Pay			100 – –	250 – – for 6 months.
Allowance to the Paymaster of Her Majesty's Ship "Flora," in addition to their Full Pay			150 – –	
Allowance to the Chaplain of Her Majesty's Ship "Flora," in addition to their Full Pay			40 – –	
Allowance to the Surgeon of Her Majesty's Ship "Flora," in addition to their Full Pay			40 – –	
Allowance to the Chief Engineer of Her Majesty's Ship "Flora," in addition to their Full Pay			55 – –	
Salary of the Gardener			100 – –	
Allowance to Mistress of the Infant School			16 – –	
I.—SALARIES AND ALLOWANCES, VICTUALLING ESTABLISHMENTS ABROAD £.			501 – –	250 – –
M.—Allowance in lieu of Stationery to the Captain (12 *l.*), Paymaster (40 *l.*), and Chapel Allowances (8 *l.*)			60 – –	30 – – for 6 months.
TOTAL SALARIED ESTABLISHMENT £.			561 – –	280 – –

* Provision for 53 weekly payments which will have to be made in the year 1870-71.

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

VICTUALLING YARDS ABROAD—*continued.*	Number of Men. 1870/71.	Number of Men. 1869/70.	REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £. s. d.
ASCENSION—*continued.*				
WAGES:				
For the Wages of Artificers, Labourers, &c., viz.:				
On the Establishment	3	3	371 – –	365 – –
Kroomen	25	25	401 – –	385 – –
TOTAL WAGES	28	28	* 772 – –	750 – –
TOTAL ASCENSION VICTUALLING YARD £.			1,333 – –	1,030 – –
SIERRA LEONE:				
I.—Allowance to the Assistant Commissary General for superintending the Receipt and Issue of Provisions and Stores			100 – –	100 – –
K.—Rent of Store for Clothing			36 – –	36 – –
M.—Small Expenses			6 – –	6 – –
TOTAL SALARIED ESTABLISHMENT £.			142 – –	142 – –
WAGES:				
For the Wages of Artificers and Labourers, viz.:				
On the Establishment	6	6	247 – –	240 – –
TOTAL WAGES £.			* 247 – –	240 – –
TOTAL SIERRA LEONE VICTUALLING YARD £.			389 – –	382 – –
CAPE OF GOOD HOPE:				
Naval and Victualling Storekeeper (*see* page 57)			—	—
Clerk, from 90*l.* to 300*l.* a year			285 – –	420 – –
Allowance to ditto, to meet increased cost of living			50 – –	100 – –
I.—SALARIES AND ALLOWANCES, VICTUALLING ESTABLISHMENTS ABROAD £.			335 – –	520 – –
K.—*Allowance for House Rent to one of the Clerks*			–	30 – –
M.—Travelling Expenses and Contingencies			50 – –	50 – –
TOTAL SALARIED ESTABLISHMENT £.			385 – –	600 – –
WAGES:				
For the Wages of Artificers and Labourers, viz.:				
On the Establishment	3	3	260 – –	193 – –
Hired Artificers and Labourers	2	2		117 – –
TOTAL WAGES	5	5	260 – –	310 – –
TOTAL CAPE OF GOOD HOPE VICTUALLING YARD £.			645 – –	910 – –

* Provision for 53 weekly payments which will have to be made in the year 1870-71.

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

VICTUALLING YARDS ABROAD—*continued.*	Number of Men. 1870/71.	Number of Men. 1869/70.	REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £. s. d.
SYDNEY:				
I.—Allowance to the Assistant Commissary General for superintending the Receipt and Issue of Provisions and Stores - - - - - - - - - £.			100 – –	100 – –
BARBADOES:				
I.—Allowance to the Commissariat Officer for superintending the Receipt and Issue of Provisions and Stores - - - - - - - - - - £.			100 – –	100 – –
AUCKLAND, NEW ZEALAND:				
I.—Allowance to the Commissariat Officer for superintending the Receipt and Issue of Provisions and Stores - - - - - - - - - - £.			50 – –	50 – –
TRINCOMALEE:				
SALARIED ESTABLISHMENT - - - - - - - - - - - -			Provided for under Vote No. 6, Dockyards and Naval Yards at Home and Abroad.	
WAGES:				
For the Wages of Artificers and Labourers, viz.:				
On the Establishment - - - - - - - - - -	2	2	62 – –	120 – –
Hired Artificers and Labourers - - - - - - - -	1	1	66 – –	
	3	3		
TOTAL TRINCOMALEE VICTUALLING YARD - - - £.			* 128 – –	120 – –
HONG KONG:				
SALARIED ESTABLISHMENT - - - - - - - - - - - -			Provided for under Vote No. 6, Dockyards and Naval Yards at Home and Abroad.	
WAGES:				
For the Wages of Artificers and Labourers, viz.:				
On the Establishment - - - - - - - - - -	2	2	475 – –	475 – –
Hired Artificers and Labourers - - - - - - - -	22	22	489 – –	489 – –
TOTAL WAGES - - -	24	24	964 – –	964 – –
TOTAL HONG KONG VICTUALLING YARD - - - £.			964 – –	964 – –

* Provision for 35 weekly payments which will have to be made in the year 1870–71.

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

VICTUALLING YARDS ABROAD—*continued.*	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
ESQUIMALT (VANCOUVER):		
SALARIED ESTABLISHMENT:		
Paymaster in charge	600 – –	600 – –
Clerk, from 90 *l.* to 300 *l.* per annum	138 – –	130 – –
Allowance to Clerk, to meet increased cost of living	175 – –	175 – –
Temporary Employment of Writers	438 – –	438 – –
I.—SALARIES AND ALLOWANCES, VICTUALLING ESTABLISHMENTS ABROAD £.	1,351 – –	1,343 – –
K.—Allowance to Clerk, for House Rent	80 – –	80 – –
Allowance in lieu of Stationery to the Paymaster in charge	20 – –	20 – –
Postage, Travelling Charges on the Public Service, and other Expenses	45 – –	15 – –
M.—CONTINGENCIES, VICTUALLING ESTABLISHMENTS ABROAD £.	65 – –	35 – –
TOTAL SALARIED ESTABLISHMENT £.	1,496 – –	1,458 – –
WAGES:		
For the Wages of Artificers and Labourers, viz.: (Number of Men: 1870/71. / 1869/70.)		
On the Establishment (2 / 2)	365 – –	365 – –
TOTAL WAGES £.	365 – –	365 – –
TOTAL ESQUIMALT VICTUALLING YARD £.	1,861 – –	1,823 – –
TOTAL OF YARDS AT HOME AND ABROAD 69,067 – –		—
Abate,— Labour at the several Yards in making and repairing Yard Machinery, chargeable to, and provided for under, Vote No. 11, New Works 300 – – *See* page 101.	68,767 – –	78,793 – –
H.—Survey Valuation of Stock in the several VICTUALLING YARDS	– – –	100 – –
K.—Extra Pay to Seamen, &c., employed in Victualling Establishment at Home and Abroad	500 – –	– –
£.	69,267 – –	78,893 – –

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
TRANSPORT ESTABLISHMENT.		
DEPTFORD:		
SALARIED ESTABLISHMENT:		
*Resident Transport Officer**	- - -	400 - -
Senior Clerk, from 315 l. to 450 l. per annum	- - -	396 - -
Temporary Employment of a Writer	- - -	86 - -
SALARIES AND ALLOWANCES, TRANSPORT ESTABLISHMENTS - £.	- - -	882 - -
Lodging Allowances to four Carpenters, R.N., employed upon Transport Duties, in addition to their Full Pay	- - -	183 - -
Allowance in lieu of House to Senior Clerk	- - -	50 - -
Rates and Taxes	- - -	41 - -
RENT, RATES, TAXES, AND WATER, TRANSPORT ESTABLISHMENTS. - £.	Provision made under Vote No. 17. Army Department (Conveyance of Troops).	274 - -
Stationery Allowance to Resident Transport Officer		5 - -
Travelling Charges, Postage, and other small Expenses		130 -
CONTINGENCIES, TRANSPORT ESTABLISHMENTS - - £.		135 - -
TOTAL SALARIED ESTABLISHMENT - £.	- - -	1,291 - -
WAGES:		
For the Wages of Labourers	- - -	487 - -
TOTAL DEPTFORD TRANSPORT ESTABLISHMENT - - - £.	- - -	1,778 - -
TOTAL - - - £.	69,267 - -	80,671 - -

* In addition to Half-pay.

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

ABSTRACT.

VICTUALLING YARDS.	A. SALARIES AND ALLOWANCES.		B. RENTS, RATES, TAXES, AND WATER.		C. LIGHTING WITH GAS.		D. CONTINGENCIES.	
	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.
AT HOME:	£.	£.	£.	£.	£.	£.	£.	£.
Royal Victoria Yard	7,428	8,500	529	646	650	450	300	283
Royal Clarence Yard	2,719	4,000	66	116	150	160	146	146
Royal William Yard	2,622	4,100	385	410	90	100	131	158
Haulbowline	1,180	1,256	49	49	5	5	50	40
Abate Labour at the several Yards in making and repairing Yard Machinery chargeable to and provided for under Vote No. 11, "New Works, &c."								
TOTAL of YARDS AT HOME - £.	13,949	17,856	1,029	1,221	895	715	627	627

ABROAD:	I.		K.		L.		M.	
Gibraltar	- -	- -	- -	- -	- -	- -	- -	- -
Malta	1,062	1,725	90	90	100	100	46	46
Halifax	318	308	- -	- -	60	50	25	25
Bermuda	- -	- -	- -	- -	- -	- -	- -	- -
Jamaica	671	500	40	40	- -	- -	34	48
Ascension	501	250	- -	- -	- -	- -	60	30
Sierra Leone	100	100	36	36	- -	- -	6	6
Cape of Good Hope	335	520	- -	30	- -	- -	50	50
Sydney	100	100	- -	- -	- -	- -	- -	- -
Barbadoes	100	100	- -	- -	- -	- -	- -	- -
Auckland	50	50	- -	- -	- -	- -	- -	- -
Trincomalee	- -	- -	- -	- -	- -	- -	- -	- -
Hong Kong	- -	- -	- -	- -	- -	- -	- -	- -
Esquimalt	1,351	1,343	80	80	- -	- -	65	35
TOTAL of YARDS ABROAD - £.	4,588	4,996	246	276	160	150	286	240
TOTAL of YARDS at HOME and ABROAD £.	18,537	22,852	1,275	1,497	1,055	865	913	867

Mem.—Statement of the numbers and description of workmen authorised as the establishments at the several Victualling Yards at Home, *see* Appendix, No. 15, p. 186.

VOTE 7.—VICTUALLING YARDS AT HOME AND ABROAD—*continued.*

ABSTRACT.

E. WAGES TO ARTIFICERS.		F. WAGES, VICTUALLING YARD HOYS.		G. WAGES, POLICE FORCE.		REQUIRED for the Service of the Year 1870-71.	LAST VOTE for the Financial Year 1869-70.
1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.		
£.	£.	£.	£.	£.	£.	£.	£.
19,000	20,800	1,559	1,859	1,992	1,961	31,458	34,499
6,000	7,309	1,008	1,490	1,253	1,235	11,342	14,456
5,780	6,956	971	1,260	1,253	1,092	11,232	14,076
1,288	1,264	83	82	- -	- -	2,655	2,696
32,068	36,329	- -	- -	- -	- -	56,687	65,727
300	300	- -	- -	- -	- -	3 00	300
31,768	36,029	3,621	4,691	4,498	4,288	56,387	65,427
N.		—		—			
248	330	- -	- -	- -	- -	248	330
2,600	3,000	- -	- -	- -	- -	3,898	4,961
117	115	- -	- -	- -	- -	520	498
860	950	- -	- -	- -	- -	860	950
539	560	- -	- -	- -	- -	1,284	1,148
772	750	- -	- -	- -	- -	1,333	1,030
247	240	- -	- -	- -	- -	389	382
260	310	- -	- -	- -	- -	645	910
- -	- -	- -	- -	- -	- -	100	100
- -	- -	- -	- -	- -	- -	100	100
- -	- -	- -	- -	- -	- -	50	50
128	120	- -	- -	- -	- -	128	120
964	964	- -	- -	- -	- -	964	964
365	365	- -	- -	- -	- -	1,861	1,823
7,100	7,704	- -	- -	- -	- -	12,380	13,366
38,868	43,733	3,621	4,691	4,498	4,288	68,767	78,793
		H.—For Survey Valuation of Stock in the Victualling Yards - -				- -	100
		O.—For Extra Pay to Artificers, &c. of the Fleet - - - -				500	—
					£.	69,267	78,893
		TRANSPORT ESTABLISHMENT:					
		Deptford - - - - - - - -				Provided for under Vote No. 17	1,778
					TOTAL - - - £.	69,267	80,671

Note.—The Amount provided for 1870-71 includes the sum of 177 *l.* transferred from Vote No. 1, but the cost of the Transport Establishment at Deptford (1,778 *l.*, provided in 1869-70) having been transferred to Vote 17, the real Decrease is 9,803 *l.*

Vote 8.

MEDICAL ESTABLISHMENTS AT HOME AND ABROAD.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the Expense of Medical Establishments at Home and Abroad.

Fifty-seven Thousand, Seven Hundred and Thirty Pounds.

II. Sub-Heads under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.	Actual Expenditure for 1868-69.
	£.	£.	£.	£.	—
A.—SALARIES AND ALLOWANCES, MEDICAL ESTABLISHMENTS AT HOME	12,726	13,260	—	534	
B.—RENTS, RATES, TAXES, AND WATER - - DITTO - - -	664	849	—	185	
C.—LIGHTING WITH GAS - - - - - - DITTO - - -	740	720	20	—	
D.—CONTINGENCIES - - - - - - - DITTO - - -	868	867	1	—	
E.—WAGES, &c. - - - - - - - - - DITTO - - -	14,164	15,168	—	1,004	
F.—WAGES, &c., POLICE FORCE - - - - DITTO - - -	1,990	1,966	24	—	
G.—SALARIES AND ALLOWANCES, MEDICAL ESTABLISHMENTS ABROAD	10,293	9,659	634	—	
H.—RENTS, RATES, TAXES, AND WATER - - - DITTO - - -	47	40	7	—	
I.—LIGHTING WITH GAS - - - - - - DITTO - - -	300	200	100	—	
K.—CONTINGENCIES - - - - - - - - DITTO - - -	451	306	145	—	
L.—WAGES, &c. - - - - - - - - - DITTO - - -	6,860	4,968	1,892	—	
M.—SALARIES AND ALLOWANCES, MARINE INFIRMARIES - - - -	5,035	3,575	1,460	—	
N.—RENTS, RATES, TAXES, AND WATER DITTO - - - - -	274	274	—	—	
O.—LIGHTING WITH GAS - - - DITTO - - - - -	120	120	—	—	
P.—CONTINGENCIES - - - - - DITTO - - - - -	240	216	24	—	
Q.—WAGES, &c. - - - - - - - DITTO - - - - -	2,561	2,274	287	—	
R.—WAGES, &c., POLICE FORCE - - DITTO - - - - -	297	295	2	—	
S.—EXTRA PAY TO ARTIFICERS, &c., OF THE FLEET EMPLOYED IN MEDICAL ESTABLISHMENTS AT HOME AND ABROAD - - - -	100	—	100	—	
Total - - - -	57,730	54,757	4,696	1,723	£. 62,317

Net Increase - - - £.2,973.

The Amount required for 1870-71 includes a sum of £. 6,225, transferred from Votes 1, 2, and 12, otherwise there would have been a decrease of 3,252*l.*

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD—*continued.*

III. DETAILS of the foregoing.

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
MEDICAL ESTABLISHMENTS AT HOME.		
HASLAR HOSPITAL.	£. s. d.	£. s. d.
SALARIED ESTABLISHMENT:		
Captain Superintendent (*see* the Royal Clarence Victualling Establishment)	- - -	
Two Lieutenants, at 200 *l. each**	- - -	
Inspector General of Hospitals	869 - -	
Two Deputy Inspectors General of Hospitals	1,351 - -	
Clerk and Agent, 315 *l.* to 450 *l.* a year	400 - -	
Staff Surgeon	438 - -	
Chaplain †	350 - -	
Four Assistant Surgeons	1,004 - -	6,500 - -
Clerks:		
2 Clerks, from 90 *l.* to 300 *l.* per annum (£. s. d. 390 - -)		
Add Amount required for Salaries of Clerks provisionally employed in lieu of Writers (682 - -)		
	1,072 - -	
Allowances to Medical Officers for Servants, Fuel, and Lights	428 - -	
Note—Three Assistant Surgeons are borne on the Books of her Majesty's Ship "Duke of Wellington," and paid Sea Pay and Allowances till appointed to Ships.		
A.—SALARIES and ALLOWANCES, MEDICAL ESTABLISHMENTS AT HOME £.	5,912 - -	6,500 - -
Lodging Money to Clerks	- - -	164 - -
Toll for Bridge from Gosport to Haslar (per Act 4 Will. 4, c. 4, s. 49)	62 - -	62 - -
Rates and Taxes	200 - -	200 - -
B.—RENTS, RATES, TAXES, and WATER, MEDICAL ESTABLISHMENTS AT HOME, £.	262 - -	426 - -
C.—Lighting the Hospital with Gas	350 - -	350 - -
Allowances in lieu of Stationery	33 - -	33 - -
Carting and Pumping, and Gravelling the Walks by Contract	100 - -	160 - -
Funerals, and Compensation for Burial Fees	150 - -	150 - -
Postage, Advertisements, Chapel Allowances, and other small Expenses	130 - -	152 - -
D.—CONTINGENCIES, MEDICAL ESTABLISHMENTS AT HOME £.	413 - -	495 - -
TOTAL SALARIED ESTABLISHMENT £.	6,937 - -	7,771 - -
WAGES:		
E.—For the Wages of Matrons, Porters, Barbers, Cooks, Labourers, Nurses on the Establishment, and for occasional Employment, and Clothing for Nurses	6,805 - -	8,000 - -
F.—For Wages of the Metropolitan Police Force employed in the Hospital, under Act 23 & 24 Vict. c. 135 (including Commutation for Clothing, Fuel, and Contingent Expenses, at 3 *s.* per man per week, and for General Superintendence, at 1 *l.* 6 *s.* 8 *d.* per man per year), viz.:—		
1 Inspector (£. s. d. 146 - -)		
3 Serjeants (241 10 -)		
10 Constables (720 10 -)		
14	1,108 - -	1,092 - -
TOTAL Wages £.	7,913 - -	9,092 - -
TOTAL HASLAR HOSPITAL £.	14,850 - -	16,863 - -

* In addition to Half-pay.

† In addition to part of Half-pay.

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD—*continued.*

		REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
PLYMOUTH HOSPITAL:			
SALARIED ESTABLISHMENT:		£. s. d.	£. s. d.
Captain Superintendent (*see* the Royal William Victualling Establishment)		- - -	
Two Lieutenants, at 200 *l. each**		- - -	
Inspector General of Hospitals		821 - -	
Deputy Inspector General of Hospitals		639 - -	
Clerk and Agent from 315 *l.* to 450 *l.* a year		400 - -	
Staff Surgeon		529 - -	
Chaplain†		350 - -	
Three Assistant Surgeons		776 - -	4,200 - -
Clerks:	£.		
1 Clerk from 90 *l.* to 300 *l.* per annum	195		
Add amount required for Salaries of Clerks provisionally employed in lieu of Writers	265		
		460 - -	
Allowances to Medical Officers for Servants, Fuel, and Lights		322 - -	
Note.—Three Assistant Surgeons, borne on the Books of Her Majesty's Ship "Royal Adelaide," and paid Sea Pay and Allowances, till appointed to Ships.			
A.—SALARIES and ALLOWANCES, MEDICAL ESTABLISHMENTS AT HOME	£.	4,297 - -	4,200 - -
House allowance to Clerk to Superintendent		- - -	50 - -
Rent of Ground near the Hospital		3 - -	—
Rates and Taxes		187 - -	187 - -
B.—RENTS, RATES, TAXES, and WATER, MEDICAL ESTABLISHMENTS AT HOME,	£.	190 - -	237 - -
C.—Lighting the Hospital with Gas	£.	220 - -	220 - -
Allowances in lieu of Stationery		29 - -	29 - -
Funerals, and Compensation for Burial Fees		15 - -	15 - -
Postage, Advertisements, Chapel Allowances, and other small Expenses		130 - -	130 - -
D.—CONTINGENCIES, MEDICAL ESTABLISHMENTS AT HOME	£.	174 - -	174 - -
TOTAL SALARIED ESTABLISHMENT	£.	4,881 - -	4,831 - -
WAGES:			
E.—For the Wages of Matrons, Porters, Barbers, Cooks, Labourers, Nurses on the Establishment, and for occasional Employment, and Clothing for Nurses		4,497 - -	4,500 - -
F.—For Wages of the Metropolitan Police Force employed in the Hospital, under Act 23 & 24 Vict. c. 135 (including Commutation for Clothing, Fuel, and Contingent Expenses, at 3 *s.* per man per week, and for General Superintendence, at 1 *l.* 6 *s* 8 *d.* per man per year), viz.:—			
	£. s. d.		
2 Serjeants	161 - -		
16 Constables	721 - -		
12		882 - -	874 - -
TOTAL Wages	£.	5,379 - -	5,374 - -
TOTAL PLYMOUTH HOSPITAL	£.	10,260 - -	10,205 - -

* In addition to Half-pay.

† In addition to part of Half-pay.

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
HAULBOWLINE HOSPITAL:		
SALARIED ESTABLISHMENT:	£. s. d.	£. s. d.
Staff Surgeon	438 – –	493 – –
Assistant Surgeon	228 – –	228 – –
Allowances to Medical Officers for Servants, Fuel, and Lights	92 – –	92 – –
A.—SALARIES and ALLOWANCES, MEDICAL ESTABLISHMENTS AT HOME £.	758 – –	813 – –
Postage, Advertisements, Travelling Charges, and other small Expenses	16 – –	26 – –
D.—CONTINGENCIES, MEDICAL ESTABLISHMENTS AT HOME £.	16 – –	26 – –
TOTAL SALARIED ESTABLISHMENT £.	774 – –	839 – –
WAGES:		
E.—For the Wages of Matrons, Porters, Barbers, Cooks, Labourers, Nurses on the Establishment, and for occasional Employment, and Clothing for Nurses	769 – –	739 – –
TOTAL HAULBOWLINE HOSPITAL £.	1,543 – –	1,578 – –
YARMOUTH HOSPITAL:		
(Lunatic Asylum.)		
SALARIED ESTABLISHMENT:		
Deputy Inspector General of Hospitals	633 – –	584 – –
Assisting Surgeon	493 – –	493 – –
Agent and Steward	– – –	400 – –
Clerk, from 90 *l.* to 300 *l.* per annum	160 – –	150 – –
Temporary Employment of a Writer	86 – –	—
Allowances to Medical Officers for Servants, Fuel, and Lights	120 – –	120 – –
A.—SALARIES and ALLOWANCES, MEDICAL ESTABLISHMENTS AT HOME £.	1,492 – –	1,747 – –
Lodging Money to Clerk	– – –	55 – –
Ground Rent of Hospital	15 – –	15 – –
Rent of Cemetery	10 – –	10 – –
Ditto of Ground occupied by Boat-house	1 – –	—
Rates and Taxes	6 – –	6 – –
Water supplied for the Hospital	180 – –	100 – –
B.—RENTS, RATES, TAXES, and WATER, MEDICAL ESTABLISHMENTS AT HOME, £.	212 – –	186 – –
C.—Lighting the Hospital with Gas £.	170 – –	150 – –
Funerals, and Compensation for Burial Fees	82 – –	82 – –
Conducting Lunatics, Postage, Advertisements, Articles of Amusement for Lunatics, regulating Clock, and other small Expenses	130 – –	90 – –
D.—CONTINGENCIES, MEDICAL ESTABLISHMENTS AT HOME £.	212 – –	172 – –
TOTAL SALARIED ESTABLISHMENT £.	2,086 – –	2,255 – –
WAGES:		
E.—For the Wages of Matrons, Porters, Barbers, Cooks, Labourers, Nurses on the Establishment, and for occasional Employment, and Clothing for Nurses	1,983 – –	1,929 – –
TOTAL YARMOUTH HOSPITAL £.	4,069 – –	4,184 – –

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD—*continued.*

			REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
PORTLAND MEDICAL DEPOT:				
SALARIED ESTABLISHMENT:			£. s. d.	£. s. d.
A.—Assistant Surgeon borne in Her Majesty's Ship "Achilles:"				
Full Pay	£. 228			(Provided under Vote No. 1.)
Allowance for Servants, Fuel, &c.	39			(Ditto Votes No. 2 and 12.)
			267 – –	
D.—Washing and Small Contingencies			53 – –	(Ditto Vote No. 12.)
TOTAL SALARIED ESTABLISHMENT		£.	320 – –	—
WAGES:				
E.—For the Wages of a Sick Berth Steward and a Sick Berth Attendant, borne in Her Majesty's Ship "Achilles"	£. 76			(Ditto Vote No. 1.)
For ditto of Additional Assistants	34			(Ditto Vote No. 12.)
			110 – –	
TOTAL PORTLAND MEDICAL ESTABLISHMENT		£.	430 – –	—
MEDICAL ESTABLISHMENTS ABROAD:				
MALTA:				
SALARIED ESTABLISHMENT:				
Deputy Inspector General of Hospitals			639 – –	618 – –
Staff Surgeon and Medical Storekeeper			– – –	512 – –
Assistant Surgeon			264 – –	228 – –
Full Pay of an Assistant Surgeon borne on the Books of Her Majesty's Ship "Hibernia"			228 – –	(Provided under Vote No. 1.)
Clerk, from 90 *l.* to 300 *l.* per annum			300 – –	300 – –
Temporary employment of a Writer			– – –	78 – –
Allowances to Medical Officers for Provisions, Servants, Fuel, and Lights			328 – –	332 – –
G.—SALARIES and ALLOWANCES, MEDICAL ESTABLISHMENTS ABROAD		£.	1,759 – –	2,068 – –
I.—Lighting the Hospital with Gas		£.	200 – –	200 – –
Allowances in lieu of Stationery			7 7 –	7 7 –
Postage, Boat Hire, Funerals, and other small Expenses			60 13 –	60 13 –
K.—CONTINGENCIES, MEDICAL ESTABLISHMENTS ABROAD		£.	68 – –	68 – –
TOTAL SALARIED ESTABLISHMENT		£.	2,027 – –	2,336 – –
WAGES:				
L.—For the Wages of Labourers, Nurses, &c.		£.	1,557 – –	1,575 – –
TOTAL MALTA MEDICAL ESTABLISHMENT		£.	3,584 – –	3,911 – –

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD—*continued.*

			REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
LISBON HOSPITAL:				
SALARIED ESTABLISHMENT:			£. s. d.	£. s. d.
G.—Surgeon borne in Her Majesty's Ship "Duke of Wellington:"				
Full Pay	£. 365 – –		– – –	(Provided under Vote No. 1.)
Allowance in lieu of Provisions, Servants, Fuel, &c.	112 – –		– – –	(Ditto Votes Nos. 2 and 12.)
			477 – –	
H.—Water, Rates, and Taxes			7 – –	
K.—Washing and small Contingencies			5 – –	(Ditto Vote No. 12.)
TOTAL SALARIED ESTABLISHMENT		£.	489 – –	
WAGES:				
L.—For the Wages of a Ship's Corporal and of a Private, Royal Marines, borne in Her Majesty's Ship "Duke of Wellington"	£. 79 – –		– – –	(Ditto Vote No. 1.)
For allowances to above, and additional assistance	100 – –		– – –	(Ditto Vote No. 12.)
			179 – –	—
TOTAL LISBON MEDICAL ESTABLISHMENT		£.	668 – –	—
HALIFAX HOSPITAL.				
SALARIED ESTABLISHMENT.				
Professional Duties performed by Medical Officers of the Fleet			– – –	
I.—Lighting the Hospital with Gas			100 – –	Provided under Vote No. 12.
K.—Stationery and Contingencies			3 – –	
TOTAL SALARIED ESTABLISHMENT		£.	103 – –	—
WAGES.				
L.—For the Wages of a Sick Berth Steward borne in Her Majesty's Ship "Royal Alfred"	£. 44 – –		– – –	Ditto Vote No. 1.
For ditto, of Hired Nurses	70 – –		– – –	Ditto Vote No. 12.
			114 – –	
TOTAL HALIFAX MEDICAL ESTABLISHMENT		£.	217 – –	—
BERMUDA:				
SALARIED ESTABLISHMENT:				
Deputy Inspector General of Hospitals			639 – –	610 – –
Two Assistant Surgeons			411 – –	456 – –
Clerk, from 90 *l.* to 300 *l.* per annum			300 – –	300 – –
Allowance to ditto, to meet increased cost of living			50 – –	50 – –
Allowances to Medical Officers for Provisions, Servants, Fuel, and Lights			328 – –	328 – –
G.—SALARIES and ALLOWANCES, MEDICAL ESTABLISHMENTS ABROAD		£.	1,728 – –	1,744 – –
Allowances in lieu of Stationery			7 7 –	7 7 –
Travelling Charges, Funerals, and other small Expenses			6 13 –	6 13 –
K.—CONTINGENCIES, MEDICAL ESTABLISHMENTS ABROAD		£.	14 – –	14 – –
TOTAL SALARIED ESTABLISHMENT		£.	1,742 – –	1,758 – –
WAGES:				
L.—For the Wages of Labourers, Nurses, &c.			965 – –	965 – –
For ditto of 3 Seamen, and 2 Privates, Royal Marines, borne in Her Majesty's Ship "Terror," doing duty as Hospital Nurses			135 – –	Provided under Vote No. 1.
TOTAL WAGES		£.	1,100 – –	965 – –
TOTAL BERMUDA MEDICAL ESTABLISHMENT		£.	2,842 – –	2,723 – –

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
JAMAICA:		
SALARIED ESTABLISHMENT:	£. s. d.	£. s. d.
Deputy Inspector General of Hospitals	639 – –	639 – –
Surgeon and Medical Storekeeper	– – –	401 – –
Two Assistant Surgeons	502 – –	468 – –
Clerk, from 90 *l.* to 300 *l.* per annum	134 – –	124 – –
Allowance to ditto, to meet increased cost of living	50 – –	50 – –
Allowances to Medical Officers for Provisions, Servants, Fuel, and Lights	328 – –	440 – –
G.—SALARIES and ALLOWANCES, MEDICAL ESTABLISHMENTS ABROAD £.	1,653 – –	2,122 – –
Allowances in lieu of Stationery	7 7 –	7 7 –
Travelling Charges, Boat Hire, Advertisements, Funerals, and other small Expenses	20 13 –	20 13 –
K.—CONTINGENCIES, MEDICAL ESTABLISHMENTS ABROAD £.	28 – –	28 – –
TOTAL SALARIED ESTABLISHMENT £.	1,681 – –	2,150 – –
WAGES:		
L.—For the Wages of Labourers, Nurses, &c.	883 – –	826 – –
TOTAL JAMAICA MEDICAL ESTABLISHMENT £.	2,564 – –	2,976 – –
ASCENSION:		
SALARIED ESTABLISHMENT	Provided for under Vote No. 7, Victualling Yards, &c.	
WAGES:		
L.—For the Wages of Labourers, Nurses, &c.	429 – –	201 – – for six months.
TOTAL ASCENSION MEDICAL ESTABLISHMENT £.	429 – –	201 – –
CAPE OF GOOD HOPE:		
SALARIED ESTABLISHMENT:		
Staff Surgeon	494 – –	493 – –
Full Pay of an Assistant Surgeon borne on the Books of Her Majesty's ship "Seringapatam,"	228 – –	(Provided under Vote No. 1).
Clerk, from 90 *l.* to 300 *l.* per annum	349 – –	334 – –
Allowance to ditto, to meet increased cost of living	50 – –	50 – –
Allowance to Medical Officers for Provisions, Servants, Fuel, and Lights	220 – –	112 – –
G.—SALARIES and ALLOWANCES, MEDICAL ESTABLISHMENTS ABROAD £.	1,341 – –	989 – –
H.—House Allowance to Clerk	40 – –	40 – –
Allowance in lieu of Stationery to the Staff Surgeon	6 – –	6 – –
Washing Hospital Linen, Funerals, and other small Expenses	44 – –	58 – –
K.—CONTINGENCIES, MEDICAL ESTABLISHMENTS ABROAD £.	50 – –	64 – –
TOTAL SALARIED ESTABLISHMENT £.	1,431 – –	1,093 – –
WAGES:		
L.—For the Wages of Labourers, Nurses, &c.	590 – –	590 – –
For ditto, of four Marines, borne in Her Majesty's ship "Seringapatam," for duty as Hospital Nurses	97 – –	(Provided under Vote No. 1).
£.	687 – –	590 – –
TOTAL CAPE OF GOOD HOPE MEDICAL ESTABLISHMENT £.	2,118 – –	1,683 – –

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
TRINCOMALEE.		
SALARIED ESTABLISHMENT.	£. s. d.	£. s. d.
Full Pay of Surgeon borne in H.M.S. "Forte" - - - - £. 365 - -	- - -	Provided under Vote No. 1.
Allowance to ditto for charge of Medical Depôt - - - - 30 - -	- - -	Provided under Vote No. 1.
	395 - -	
Allowance to ditto for Provisions, Servants, Fuel and Lights - - - -	112 - -	Ditto Votes Nos. 2 & 12.
G.—SALARIES AND ALLOWANCES, MEDICAL ESTABLISHMENTS ABROAD - - £.	507 - -	
K.—Stationery and Contingencies - - - - - - - - - - -	20 - -	Do. do. 12.
TOTAL SALARIED ESTABLISHMENTS - - - £.	527 - -	—
L.—For Wages of Coolies employed as Nurses, &c. - - - - - - £.	90 - -	Do. do. 12.
TOTAL TRINCOMALEE HOSPITAL - - - £.	617 - -	—
HONG KONG:		
("Melville" Hospital Ship.)		
SALARIED ESTABLISHMENT:		
Deputy Inspector General of Hospitals - - - - - - - - -	639 - -	639 - -
Surgeon - - - - - - - - - - - - - - - - -	- -	319 - -
Two Assistant Surgeons - - - - - - - - - - - -	411 - -	821 - -
Full Pay of an Assistant Surgeon borne in H.M.S. "Prince Charlotte" - -	228 - -	Provided under Vote No. 1.
Clerk, from 90 *l.* to 300 *l.* per annum - - - - - - - - -	128 - -	128 - -
Allowance to ditto, to meet increased cost of living - - - - - -	100 - -	100 - -
Allowance in lieu of Hospital Provisions to the Chaplain of the Ship, at 4 *s.* a day	73 - -	73 - -
Allowances to Medical Officers for Provisions, Servants, Fuel, and Lights - -	436 - -	656 - -
G.—SALARIES and ALLOWANCES, MEDICAL ESTABLISHMENTS ABROAD - - £.	2,015 - -	2,736 - -
Allowances in lieu of Stationery - - - - - - - - - - -	15 7 -	15 7 -
Funeral Expenses, Boat Hire, Washing Linen, and other small Expenses - -	200 13 -	116 13 -
K.—CONTINGENCIES, MEDICAL ESTABLISHMENTS ABROAD - - - £.	216 - -	132 - -
TOTAL SALARIED ESTABLISHMENT - - - £.	2,231 - -	2,868 - -
WAGES:		
L.—For the Wages of Labourers, Nurses, &c. - - - - - - - -	811 - -	811 - -
For ditto of 28 Seamen and Marines borne in H.M.S. "Princess Charlotte" for Hospital Duties - - - - - - - - - - - -	696 - -	Provided under Vote No. 1.
	1,507 - -	811 - -
TOTAL HONG KONG MEDICAL ESTABLISHMENT - - £.	3,738 - -	3,679 - -

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD—*continued.*

		REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
		£. s. d.	£. s. d.
VANCOUVER'S ISLAND.—MEDICAL DEPÔT.			
L.—For Wages of a Sick Berth Steward borne on the books of H.M.S. "Zealous" and in charge of Hospital Buildings, &c.		44 – –	(Provided under Vote No. 1).
YOKOHAMA HOSPITAL:			
SALARIED ESTABLISHMENT:			
Full Pay of a Surgeon borne on the books of H.M.S. "Ocean"		365 – –	(Provided under Vote No. 1.)
Ditto an Assistant Surgeon ditto		228 – –	
Allowances to the above in lieu of Provisions, Servants, Fuel, &c.		220 – –	(Ditto, Votes Nos. 2 and 12.)
G.—SALARIES AND ALLOWANCES, MEDICAL ESTABLISHMENTS ABROAD	£.	813 – –	—
K.—Allowance in lieu of Stationery to the Surgeon	£. 2 2 –	– – –	(Provided under Vote No. 1).
Washing, Funeral Expenses and other Contingencies	44 18 –	– – –	Provided under Vote No. 12.)
		47 – –	
TOTAL SALARIED ESTABLISHMENT	£.	860 – –	—
WAGES:			
L.—For the Wages of a Sick Berth Steward, a Sick Berth Attendant, a Ward Room Officers' Servant, and four Marines, borne on the books of H.M.S. "Ocean" for Hospital Service at Yokohama	£. 214 – –	– – –	(Provided under Vote No. 1.)
For ditto of Coolies, &c., employed as Nurses	56 – –	– – –	(Ditto, Vote No. 12.)
		270 – –	
TOTAL YOKOHAMA, MEDICAL ESTABLISHMENT	£.	1,130 – –	—

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD—*continued.*

	REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £ s. d.
MARINE INFIRMARIES.		
CHATHAM:		
SALARIED ESTABLISHMENT:		
Deputy Inspector General of Hospitals	659 – –	
Full Pay of a Surgeon borne on the Books of H.M.S. "Pembroke," (transferred from Vote No 1	319 – –	
Two Asisstant Surgeons	548 – –	
Purveyor (in addition to pay as Divisional Paymaster, and Half Pay, R.M.)	50 – –	1,250 – –
Chaplain	100 – –	
Clerk to Hospital Depôt for Stores	100 – –	
Allowances to Medical Officers for Servants, Fuel, and Lights	198 – –	
M.—SALARIES and ALLOWANCES, MARINE INFIRMARIES £.	1,974 – –	1,250 – –
Lodging Money to Chaplain	60 – –	60 – –
Rates and Taxes	64 – –	64 – –
N.—FENTS, RATES, TAXES, and WATER, MARINE INFIRMARIES £.	124 – –	124 – –
O.—Lighting the Infirmary with Gas	120 – –	120 – –
P.—Shaving, Funerals, and other small Expenses	80 – –	80 – –
TOTAL SALARIED ESTABLISHMENT £.	2,298 – –	1,574 – –
WAGES:		
Q.—For the Wages of Matrons, Nurses, and other inferior Servants, and Clothing for Nurses	1,979 – –	1,700 – –
R.—For Wages of the Metropolitan Police Force employed in the Infirmary, under Act 23 & 24 Vict. c. 135 (including Commutation for Clothing, Fuel, and Contingent Expenses, at 3 *s.* per man per week, and for General Superintendence, at 1 *l.* 6 *s.* 8 *d.* per man per year), viz.:		
£. s. d.		
1 Serjeant 80 10 –		
3 Constables 216 10 –		
4	297 – –	295 – –
TOTAL Wages £.	2,276 – –	1,995 – –
TOTAL CHATHAM MARINE INFIRMARY £.	4,574 – –	3,569 – –

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
MARINE INFIRMARIES—*continued.*		
PORTSMOUTH (FORTON):	£. s. d.	£. s. d.
SALARIED ESTABLISHMENT:		
Staff Surgeon	487 – –	529 – –
Two Assistant Surgeons	468 – –	502 – –
Allowances to Medical Officers for Servants, Fuel, and Lights	131 – –	131 – –
M.—SALARIES and ALLOWANCES, MARINE INFIRMARIES £.	1,086 – –	1,162 – –
N.—House Rent to Staff Surgeon	70 – –	70 – –
P.—Shaving, Washing, Allowance for repairing Bedding, Funerals, and other small Expenses	10 – –	10 – –
TOTAL SALARIED ESTABLISHMENT £.	1,166 – –	1,242 – –
WAGES:		
Q.—For the Wages of Matrons, Nurses, and other inferior Servants, and for Clothing for Nurses	53 – –	53 – –
TOTAL PORTSMOUTH MARINE INFIRMARY (FORTON) £.	1,219 – –	1,295 – –
PORTSMOUTH (MARINE ARTILLERY INFIRMARY, FORT CUMBERLAND):		
SALARIED ESTABLISHMENT:		
Staff Surgeon	530 – –	530 – –
Two Assistant Surgeons	502 – –	502 – –
Allowances to Medical Officers for Servants, Fuel, and Lights	131 – –	131 – –
M.—SALARIES and ALLOWANCES, MARINE INFIRMARIES £.	1,163 – –	1,163 – –
House Rent to Staff Surgeon	70 – –	70 – –
Rates and Taxes	10 – –	10 – –
N.—RENTS, RATES, TAXES, and WATER, MARINE INFIRMARIES £.	80 – –	80 – –
P.—Shaving, Washing, Allowance for repairing Bedding, Funerals, and other small Expenses	90 – –	78 – –
TOTAL SALARIED ESTABLISHMENT £.	1,333 – –	1,321 – –

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
MARINE INFIRMARIES—*continued.*		
PORTSMOUTH (MARINE ARTILLERY INFIRMARY, FORT CUMBERLAND)—*continued.*	£. s. d.	£. s. d.
Q.—WAGES:		
For the Wages of Matrons, Nurses, and other inferior Servants, and for Clothing for Nurses	271 – –	271 – –
TOTAL PORTSMOUTH (MARINE ARTILLERY INFIRMARY, FORT CUMBERLAND) £.	1,304 – –	1,592 – –
Note.—An Assistant Surgeon, borne on the books of Her Majesty's Ship "Victory," and paid Sea Pay and Allowances, is also employed in the Marine Artillery Infirmary.		
DEAL:		
SALARIED ESTABLISHMENT:		
Staff Surgeon, Assistant Surgeon } Borne on the books of Her Majesty's Ship "Pembroke"	492 – – / 228 – –	Provided for under Vote No. 1.
Allowances to Medical Officers for Servants, Fuel, and Lights	92 – –	Do. under Votes Nos. 2 and 12.
M.—SALARIES AND ALLOWANCES, MARINE INFIRMARIES £.	812 – –	—
P.—Washing, Shaving, Postage, Carriage of Stores, Funerals, and other small Expenses	60 – –	48 – –
TOTAL SALARIED ESTABLISHMENT £.	872 –	48 – –
Q.—WAGES:		
For the Wages of Matrons, Nurses, and other inferior Servants, and for Clothing for Nurses	258 – –	250 – –
TOTAL DEAL MARINE INFIRMARY £.	1,130 – –	298 – –
S.—Extra Pay to Artificers, &c. of the Fleet, employed in Medical Establishments, at Home and Abroad	100 – –	—

ABSTRACT.

ESTABLISHMENT.	A. Salaries and Allowances.		B. Rents, Rates, Taxes, and Water.		C. Lighting with Gas.	
	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
MEDICAL ESTABLISHMENTS AT HOME:						
Haslar	5,912 – –	6,500 – –	262 – –	426 – –	350 – –	350 – –
Plymouth	4,297 – –	4,200 – –	190 – –	237 – –	220 – –	220 – –
Haulbowline	758 – –	813 – –	– – –	– – –	– – –	– – –
Yarmouth	1,492 – –	1,747 – –	212 – –	186 – –	170 – –	150 – –
Portland	267 – –	Provided under Votes Nos. 1, 2, and 12.	– – –	– – –	– – –	– – –
Total Medical Establishments at Home £.	12,726 – –	13,260 – –	664 – –	849 – –	740 – –	720 – –
	G.		H.		I.	
MEDICAL ESTABLISHMENTS ABROAD:						
Malta	1,759 – –	2,068 – –	– – –	– – –	200 – –	200 – –
Lisbon	477 – –	Provided under Votes 1 and 12.	7 – –	Provided under Vote 12.	– – –	– – –
Halifax	– – –	– – –	– – –	– – –	100 – –	Provided under Vote 12.
Bermuda	1,728 – –	1,744 – –	– – –	– – –	– – –	– – –
Jamaica	1,653 – –	2,122 – –	– – –	– – –	– – –	– – –
Ascension	– – –	– – –	– – –	– – –	– – –	– – –
Cape of Good Hope	1,341 – –	989 – –	40 – –	40 – –	– – –	– – –
Trincomalee	507 – –	Provided under Votes 1, 2, and 12.	– – –	– – –	– – –	– – –
Hong Kong	2,015 – –	2,736 – –	– – –	– – –	– – –	– – –
Vancouvier's Island	– – –	– – –	– – –	– – –	– – –	– – –
Yokohama	813 – –	Provided under Votes 1, 2, and 12.	– – –	– – –	– – –	– – –
Total Medical Establishments Abroad £.	10,293 – –	9,659 – –	47 – –	40 – –	300 – –	200 – –
	M.		N.		O.	
MARINE INFIRMARIES:						
Chatham	1,974 – –	1,250 – –	124 – –	124 – –	120 – –	120 – –
Portsmouth (Marine Infirmary, Forton)	1,086 – –	1,162 – –	70 – –	70 – –	– – –	– – –
Portsmouth (Marine Artillery Infirmary, Fort Cumberland)	1,163 – –	1,163 – –	80 – –	80 – –	– – –	– – –
Deal	812 – –	Provided under Votes 1 and 12.	– – –	– – –	– – –	– – –
Total Marine Infirmaries £.	5,035 – –	3,575 – –	274 – –	274 – –	120 – –	120 – –
S.—Extra Pay to Artificers, &c., of the Fleet, employed in Medical Establishments at Home and Abroad	– –	– –	– –	– –	– –	– –
Total Medical Establishments at Home and Abroad £.	28,054 – –	26,494 – –	985 – –	1,163 – –	1,160 – –	1,040 – –

Note.—The amount required for 1870–71 includes a sum of 6,225 *l.* transferred from Votes 1, 2, and 12, otherwise there would have been a Decrease of 3,252 *l.*

AT HOME AND ABROAD—*continued.*

ABSTRACT.

D. Contingencies. 1870-71. £. s. d.	D. Contingencies. 1869-70. £. s. d.	E. Wages, &c., Hospital Attendants. 1870-71. £. s. d.	E. Wages, &c., Hospital Attendants. 1869-70. £. s. d.	F. Wages, &c., Police Force. 1870-71. £. s. d.	F. Wages, &c., Police Force. 1869-70. £. s. d.	Required for the Service of the Year 1870-71. £. s. d.	Last Vote for the Financial Year 1869-70. £ s. d.
413 - -	495 - -	6,805 - -	8,000 - -	1,108 - -	1,092 - -	14,850 - -	16,863 - -
174 - -	174 - -	4,497 - -	4,500 - -	882 - -	874 - -	10,260 - -	10,205 - -
16 - -	26 - -	769 - -	739 - -	- -	- -	1,543 - -	1,578 - -
212 - -	172 - -	1,983 - -	1,929 - -	- -	- -	4,069 - -	4,184 - -
53 - -	Provided under Vote No. 12.	110 - -	Provided under Votes Nos. 1 & 12.	- -	- -	430 - -	Provided under Votes 1, 2, and 12.
868 - -	867 - -	14,164 - -	15,168 - -	1,990 - -	1,966 - -	31,152 - -	32,830 - -
K.		**L.**					
68 - -	68 - -	1,557 - -	1,575 - -	- -	- -	3,584 - -	3,911 - -
5 - -	Provided under Vote 12.	179 - -	Provided under Votes 1 & 12.	- -	- -	668 - -	Provided under Votes 1, 2, and 12.
3 - -	- ditto - -	114 - -	- ditto - -	- -	- -	217 - -	- - ditto
14 - -	14 - -	1,100 - -	965 - -	- -	- -	2,842 - -	2,723 - -
28 - -	28 - -	883 - -	826 - -	- -	- -	2,564 - -	2,976 - -
- -	- -	429 - -	201 - -	- -	- -	429 - -	201 - -
50 - -	64 - -	687 - -	590 - -	- -	- -	2,118 - -	1,683 - -
20 - -	Provided under Vote 12.	90 - -	Provided under Vote 12.	- -	- -	617 - -	Provided under Votes 1 and 12.
216 - -	132 - -	1,507 - -	811 - -	- -	- -	3,738 - -	3,679 - -
- -	- -	44 - -	Provided under Vote 1.	- -	- -	44 - -	Provided under Vote 1.
47 - -	Provided under Vote 12.	270 - -	- ditto, 1 & 12.	- -	- -	1,130 - -	- ditto, and 12
451 - -	306 - -	6,860 - -	4,968 - -	- -	- -	17,951 - -	15,173 - -
P.		**Q.**		**R.**			
80 - -	80 - -	1,979 - -	1,700 - -	297 - -	295 - -	4,574 - -	3,569 - -
10 - -	10 - -	53 - -	53 - -	- -	- -	1,219 - -	1,295 - -
90 - -	78 - -	271 - -	271 - -	- -	- -	1,604 - -	1,592 - -
60 - -	48 - -	258 - -	250 - -	- -	- -	1,130 - -	298 - -
240 - -	216 - -	2,561 - -	2,274 - -	297 - -	295 - -	8,527 - -	6,754 - -
- -	- -	100 - -	- -	- -	- -	100 - -	—
1,559 - -	1,389 - -	23,685 - -	22,410 - -	2,287 - -	2,261 - -	57,730 - -	54,757 - -

VOTE 9.

MARINE DIVISIONS.

I. ESTIMATE of the Sum which will be required in the Year ending 31 March 1871, to defray the Expenses of MARINE DIVISIONS.

Eighteen Thousand One Hundred and Twenty-two Pounds.

II. SUB-HEADS under which this Vote will be accounted for.

	1870–71.	1869–70.	INCREASE.	DECREASE.	Actual Expenditure in 1868–69.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£.
A.—SALARIES AND ALLOWANCES, MARINE DIVISIONS	5,251 – –	3,330 – –	1,921 – –	—	
B.—RENTS, RATES, TAXES, AND WATER, - DITTO -	6,227 – –	7,080 – –	- -	853 – –	
C.—LIGHTING THE BARRACKS WITH GAS, DITTO -	3,415 – –	2,955 – –	460 – –	—	
D.—CONTRIBUTIONS AND GRANTS IN AID, DITTO -	644 – –	744 – –	- -	100 – –	
E.—CONTINGENCIES - - - - - DITTO -	2,585 – –	2,457 – –	128 – –	—	
£.	18,122 – –	16,566 – –	2,509 – –	953 – –	19,366

NET INCREASE - - - £. 1,556

The amount taken for 1870–71 includes 1,260 *l.* transferred from Vote 1. The real increase is, therefore, 296*l.*

III. DETAILS of the above.

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
CHATHAM:	£. s. d.	£. s. d.
† Divisional Paymaster* - - - - - - - - - - - - - -	300 – –	300 – –
Barrack Master, at 7 *s.* 6 *d.* a day* - - - - - - - - - - - -	137 – –	137 – –
Allowance to ditto for charge of Stores - - - - - - - - - - - -	46 – –	46 – –
Full Pay of a Chaplain borne on the books of H. M. S. "Pembroke" - - - - -	292 – –	Provided under Vote No. 1.
Barrack Serjeant, at 2 *s.* 6 *d.* a day - - - - - - - - - - - -	46 – –	46 – –
Barrack Clerk, at 6 *d.* a day - - - - - - - - - - - - - -	9 – –	9 – –
Schoolmistress for the Education of the Female Children of the Royal Marines - -	36 – –	36 – –
Schoolmistress for Infant Schools - - - - - - - - - - - - -	36 – –	30 – –
Monitress at Girls' School - - - - - - - - - - - - - -	4 – –	4 – –
Monitress for Infants' School - - - - - - - - - - - - - -	4 – –	4 – –
A.—SALARIES and ALLOWANCES, MARINE DIVISIONS - - - £.	910 – –	612 – –
Allowance to Barrack Master for House Rent, at 1 *l.* 1 *s.* a week, including commuted Allowance for Fuel and Lights - - - - - - - - - - - -	55 – –	55 – –
Lodging Allowance to Officers and Staff Non-Commissioned Officers unprovided with Quarters - - - - - - - - - - - - - - -	900 – –	1,137 – –
Rates and Taxes - - - - - - - - - - - - - - -	133 – –	120 – –
Water for Barracks at Milton, Gravesend - - - - - - - - - - -	32 – –	32 – –
B.—RENTS, RATES, TAXES, and WATER, MARINE DIVISIONS - - - £.	1,120 – –	1,344 – –
C.—Lighting the Barracks with Gas - - - - - - - - - - - -	800 – –	800 – –
Carried forward - - - £.	2,830 – –	2,756 – –

* In addition to Half-pay.

† Also Purveyor of Chatham Infirmary with an allowance of 50 *l.* per annum.

Vote 9.—Marine Divisions—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
CHATHAM—*continued.*		
	£. s. d.	£. s. d.
Brought forward - - -	2,830 – –	2,756 – –
Grant in aid of the Expense of the Industrial Schools - - - - - - - -	30 – –	30 – –
Contribution towards the Maintenance of a Recreation Room - - - - -	30 – –	30 – –
Ditto - - - - ditto - - - - Military Police Force - - - - -	- - -	70 – –
Allowance in aid of the Expense of the Divisional Band of Music - - - - -	91 – –	91 – –
D.—Contributions and Grants in Aid, Marine Divisions - - - £.	151 – –	221 – –
E.—Washing Bedding, *Compensation for loss of Washing Sheet Money*, Funerals, Carriage of Baggage, Postage and Stationery Allowance to Commandants, Adjutants, and Paymasters for Divisional Companies and their Offices, Measuring Coals, Lighting Lamps, and other small Expenses - - - - - - - - - - - -	500 – –	500 – –
£.	3,481 – –	3,477 – –
PORTSMOUTH (FORTON):		
Divisional Paymaster* - - - - - - - - - - - - - -	300 – –	300 – –
Barrack Master, at 15 *s.* a day* - - - - - - - - - - - -	274 – –	274 – –
Allowance to Barrack Master for charge of Stores - - - - - - -	46 – –	—
Chaplain borne on the books of H.M.S. "Duke of Wellington" { Full pay - 274 *l.* / Allowance - 55 *l.* }	329 – –	{ Provided under Vote No 1.
Barrack Serjeant, at 2 *s.* 6 *d.* a day - - - - - - - - - - -	46 – –	46 – –
Barrack Clerk, at 6 *d.* a day - - - - - - - - - - - - -	9 – –	9 – –
Schoolmistress for the Education of the Female Children of the Royal Marines - -	36 – –	36 – –
Assistant Schoolmistress for the Infant Schools - - - - - - - - -	17 – –	14 – –
Second ditto - - - - - - - - - - - - - - - -	6 – –	6 – –
Monitress at Girls' School - - - - - - - - - - - -	4 – –	4 – –
Second Monitress at the Girls' School - - - - - - - - - -	4 – –	4 – –
A.—Salaries and Allowances, Marine Divisions - - - £.	1,071 – –	693 – –
Allowance to Barrack Master for House Rent, at 1 *l.* 1 *s.* a week, including commuted Allowance for Fuel and Lights - - - - - - - - - - - -	55 – –	55 – –
Lodging Allowance to Officers and Staff Non-Commissioned Officers unprovided with Quarters - - - - - - - - - - - - - - - -	1,400 – –	1,160 – –
Lodging Allowance to Chaplain - - - - - - - - - - - - -	64 – –	64 – –
Rates and Taxes - - - - - - - - - - - - - - -	85 – –	85 – –
B.—Rents, Rates, Taxes, and Water, Marine Divisions - - - £.	1,604 – –	1,364 – –
C.—Lighting the Barracks with Gas - - - - - - - - - - - -	450 – –	450 – –
Grant in aid of the Expense of the Industrial Schools - - - - - - - -	30 – –	30 – –
Contribution towards the Maintenance of a Recreation Room - - - - -	30 – –	30 – –
Allowance in aid of the Expense of the Divisional Band of Music - - - - -	91 – –	91 – –
D.—Contributions and Grants in Aid, Marine Divisions - - - £.	151 – –	151 – –
Conveyance of Marines, per Floating Bridge, between Portsmouth and Gosport - -	95 – –	95 – –
Washing Bedding, Compensation for loss of Washing Sheet Money, Funerals, Carriage of Baggage, Postage and Stationery Allowance to Commandants, Adjutants and Paymasters for Divisional Companies and their Offices, Measuring Coals, Lighting Lamps, and other small Expenses - - - - - - - - - - - -	600 – –	600 – –
E.—Contingencies, Marine Divisions - - - £.	695 – –	695 – –
£.	3,971 – –	3,353 – –

* In addition to Half-pay.

Vote 9.—Marine Divisions—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
PORTSMOUTH:	£. s. d.	£. s. d.
Marine Artillery, Eastney and Fort Cumberland:		
Divisional Paymaster*	300 – –	300 – –
Barrack Master, at 15 *s.* a day*	273 – –	182 – –
Allowance to Ditto for charge of Stores	46 – –	46 – –
Chaplain borne on the books of H. M. S. "Duke of Wellington," {Full Pay - 292*l.* / Allowance - 55*l.*}	347 – –	{Provided under Vote No. 1.}
Barrack Serjeant, at 2 *s.* 6 *d.* a day	46 – –	46 – –
Two Barrack Clerks, one at 1 *s.*, and one at 6 *d.* a day	27 – –	27 – –
Schoolmistress for the Education of the Female Children of the Royal Marine Artillery	36 – –	36 – –
Assistant Schoolmistress for Girls' School	18 – –	18 – –
Schoolmistress for the Infant School	30 – –	30 – –
ssistant ditto ditto	6 – –	—
Monitress at Girls' School	4 – –	4 – –
Ditto for Infant School	4 – –	—
A.—Salaries and Allowances, Marine Divisions - - - £.	1,137 – –	689 – –
Allowance to Barrack Master for House Rent, at 1 *l.* 1 *s.* a week, including commuted Allowance for Fuel and Lights	55 – –	55 – –
Lodging Allowance to Officers and Staff Non-Commissioned Officers unprovided with Quarters	600 – –	715 – –
Lodging Allowance to Chaplain	64 – –	64 – –
Rates and Taxes	550 – –	490 – –
Water supplied for Barracks	420 – –	420 – –
B.—Rents, Rates, Taxes, and Water, Marine Divisions - - - £.	1,689 – –	1,744 – –
C.—Lighting the Barracks with Gas	900 – –	900 – –
Grant in aid of the Expense of the Industrial Schools	30 – –	30 – –
Contribution towards the Maintenance of a Recreation Room	30 – –	30 – –
Allowance in aid of the Expense of the Divisional Band of Music	91 – –	91 – –
D.—Contributions and Grants in Aid, Marine Divisions - - - £.	151 – –	151 – –
Conveyance of the Royal Marine Artillery, per Floating Bridge, between Portsmouth and Gosport	40 – –	40 – –
Washing Bedding, Funerals, Carriage of Baggage, Postage and Stationery Allowance to Commandants, Adjutants and Paymasters for Divisional Companies and their Offices, Measuring Coals, Lighting Lamps, and other small Expenses	550 – –	500 – –
E.—Contingencies, Marine Divisions - - - £.	590 – –	540 – –
£.	4,467 – –	4,024 – –

* In addition to Half-pay.

Vote 9.—Marine Divisions—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
PLYMOUTH:	£. s. d.	£. s. d.
Divisional Paymaster*	300 – –	300 – –
Barrack Master, at 7*s.* 6 *d.* a day*	137 – –	274 – –
Allowance to Barrack Master for charge of Stores	46 – –	46 – –
Full pay of a Chaplain borne on the books of Her Majesty's Ship "Royal Adelaide"	292 – –	Provided under Vote No. 1.
Two Assistant Surgeons, one at 12*s.* 6 *d.* a day, one at 15 *s.* a day	502 – –	Charged to Vote No. 1.
Allowances to the above for Servants, Fuel, and Lights	78 – –	
Two Barrack Serjeants, at 2*s.* 6 *d.* a day each	91 – –	91 – –
Barrack Clerk, at 6 *d.* a day	9 – –	9 – –
Schoolmistress, for the Education of the Female Children of the Royal Marines	36 – –	36 – –
Pupil Teacher in lieu of Assistant Schoolmistress	–	18 –
Schoolmistress for Infants' School	30 – –	—
Four Monitresses for Girls' School	16 – –	—
Four - ditto - Infants' School	16 – –	—
A.—Salaries and Allowances, Marine Divisions £.	1,553 – –	774 – –
Allowance to the Barrack Master for House Rent, at 1*l.* 1*s.* a week, including commuted Allowance for Fuel and Lights	55 – –	55 – –
Lodging Allowance to Officers and Staff Non-Commissioned Officers unprovided with Quarters	1,000 – –	1,586 – –
Lodging Allowance to Chaplain	64 – –	64 – –
Ground Rent for the Barracks	21 – –	21 – –
Rates and Taxes	140 – –	130 – –
Water supplied for the Barracks	85 – –	41 – –
B.—Rents, Rates, Taxes and Water, Marine Divisions £.	1,365 – –	1,897 – –
C.—Lighting the Barracks with Gas	615 – –	635 – –
Grant in aid of the Expense of Industrial Schools	30 – –	30 – –
Contribution towards the Maintenance of a Recreation Room	30 – –	30 – –
Contribution towards the Maintenance of the Military Police Force at Devonport	–	50 – –
Allowance in aid of the Expense of the Divisional Band of Music	91 – –	91 – –
D.—Contributions and Grants in Aid, Marine Divisions £.	151 – –	201 – –
E.—Washing Bedding, *Compensation for loss of Washing Sheet Money*, Funerals, Carriage of Baggage, Postage and Stationery Allowance to Commandants, Adjutants, and Paymasters for Divisional Companies and their Offices, Measuring Coals, Lighting Lamps, and other small Expenses	500 – –	550 – –
£.	4,184 – –	4,057 – –

* In addition to Half-pay.

Vote 9.—Marine Divisions—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
DEAL:	£. s. d.	£. s. d.
Paymaster of the Depôt	300 – –	300 – –
Barrack Master at 7 *s.* 6 *d.* a day	137 – –	137 – –
Allowance to Barrack Master for charge of Stores	46 – –	—
Barrack Serjeant at 2 *s.* 6 *d.* a day	46 – –	46 – –
Barrack Clerk, at 6 *d.* a day	9 – –	—
Schoolmistress	36 – –	36 – –
Allowance to a Serjeant, Royal Marines, as Acting Schoolmaster	– –	27 – –
Acting Schoolmistress	– –	16 – –
Assistant Schoolmistress	6 – –	—
A.—Salaries and Allowances, Marine Divisions £.	580 – –	562 – –
Allowance to Barrack Master for house rent at 1 *l.* 1 *s.* a week, including commuted allowance for Fuel and Light	55 – –	55 – –
Lodging Allowance to Officers and Staff Non-Commissioned Officers unprovided with Quarters	150 – –	548 – –
Allowance to the Acting Schoolmaster in lieu of Quarters, Fuel, and Lights, at 8 s. 6 d. a week	—	22 – –
Rates and Taxes	14 – –	6 – –
Water supplied for the Depôt	230 – –	100 – –
B.—Rents, Rates, Taxes, and Water, Marine Divisions £.	449 – –	731 – –
C.—Lighting the Depôt and Walmer Barracks with Gas	650 – –	170 – –
Grant in aid of the Expense of the Industrial Schools	10 – –	10 – –
Contribution towards the Maintenance of a Recreation Room	30 –	10 – –
D.—Contributions and Grants in Aid, Marine Divisions £.	40 – –	20 – –
E.—Washing Bedding, Funerals, Carriage of Baggage and Stores, Postage and Stationery Allowance, Lighting Lamps, and other small Expenses	300 – –	172 – –
£.	2,019 – –	1,655 – –

ABSTRACT.

DIVISIONS.	A. SALARIES AND ALLOWANCES.		B. RENTS, RATES, TAXES, AND WATER.		C. LIGHTING WITH GAS.		D. CONTRIBUTIONS AND GRANTS IN AID.		E. CONTINGENCIES.		Required for the Service of the Year 1870–71.	Last Vote for the Financial Year 1869–70.
	1870-71.	1869-70.	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.	1870-71.	1869-70.	1870–71.	1869–70.
	£. s. d.	£. s. d.	£.	£.	£.	£.	£.	£.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Chatham	910 – –	612 – –	1,120	1,344	800	800	151	221	500 – –	500 – –	3,481 – –	3,477 – –
Portsmouth (Marine Barracks, Forton)	1,071 – –	693 – –	1,604	1,364	450	450	151	151	695 – –	695 – –	3,971 – –	3,353 – –
Portsmouth (Marine Artillery Barracks, Eastney and Fort Cumberland)	1,137 – –	689 – –	1,689	1,744	900	900	151	151	590 – –	540 – –	4,467 – –	4,024 – –
Plymouth	1,553 – –	774 – –	1,365	1,897	615	635	151	201	500 – –	550 – –	4,184 – –	4,057 – –
Deal	580 – –	562 – –	449	731	650	170	40	20	300 – –	172 – –	2,019 – –	1,655 – –
Total £.	5,251 – –	3,330 – –	6,227	7,080	3,415	2,955	644	744	2,585 – –	2,457 – –	18,122 – –*	16,566 – –

* The amount taken for 1870–71 includes £. 1,260 transferred from Vote No. 1.

Vote 10.

NAVAL STORES FOR BUILDING AND REPAIRING THE FLEET, &c., STEAM MACHINERY, AND SHIPS BUILT BY CONTRACT.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the Expense of Naval Stores for Building, Repairing, and Outfitting the Fleet and Coast Guard, Steam Machinery, and Ships built by Contract.

Section I.—Seven Hundred and Seventy-nine Thousand and Ninety Pounds.

Section II.—Four Hundred and Sixty-six Thousand One Hundred and Seventy-three Pounds.

II. Sub-Heads under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.	
Section I.—NAVAL STORES.	£.	£.	£.	£.	
A.—TIMBER, MASTS, DEALS, &c.	23,150	23,929	—	779	
B.—METALS, AND METAL ARTICLES, INCLUDING IRON ARMOUR-PLATES, IRON BEAMS, AND IRON MASTS	333,000	309,460	23,540	—	
C.—COALS AND OTHER FUEL, FOR STEAM VESSELS AND DOCKYARD PURPOSES	201,100	203,133	—	2,033	
D.—HEMP, CANVAS, &c.	77,150	91,530	—	14,380	
E.—PAINT MATERIALS, OILS, PITCH, TAR, TALLOW, AND OTHER MISCELLANEOUS ARTICLES	119,690	143,520	—	23,830	
F.—FREIGHT, AND SUNDRY EXPENSES CONNECTED WITH NAVAL STORES	25,000	25,000	—	—	
LOCAL PURCHASES OF STORES AT COAST GUARD STATIONS	Included in above items	5,000	—	5,000	Actual Expenditure in 1868-69. £. 926,251
£.	779,090	801,572	23,540	46,022	
Net Decrease			£. 22,482.		

The amount required for 1870-71 includes 25,000 *l.* transferred from Vote No. 2.
The real decrease is therefore 47,482 *l.*

Section II.—STEAM MACHINERY AND SHIPS BUILDING BY CONTRACT.					
A.—STEAM MACHINERY FOR HER MAJESTY'S SHIPS AND VESSELS	238,173	295,070	—	56,897	
B.—SHIPS, &c. BUILDING BY CONTRACT	184,000	420,000	—	236,000	
C.—FOR STEAM BOATS TO BE ORDERED	3,500	- -	3,500	—	
D.—EXPERIMENTAL PURPOSES, SUNDRIES, AND CONTINGENCIES	3,000	2,000	1,000	—	
E.—REPAIRS OF SHIPS AT OTHER THAN HER MAJESTY'S DOCKYARDS	33,000	35,000	—	2,000	
BUILDING AND REPAIRING COAST GUARD TENDERS	- -	7,000	—	7,000	
F.—SUBSISTENCE, &c. OF OFFICERS SUPERINTENDING SHIPS BUILDING BY CONTRACT	4,500	8,000	—	3,500	Actual Expenditure in 1868-69. £. 1,060,575
£.	466,173	767,070	4,500	305,397	
Net Decrease			£. 300,897.		

Note.—For statements showing the distribution of the amounts proposed to be Voted for the several Services of Vote 10, Sections I. and II., *See* Appendix, No. 16, p. 187.

VOTE 10.—NAVAL STORES FOR BUILDING AND REPAIRING THE FLEET, &c.—*continued.*

III. DETAILS of the foregoing.

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
SECTION I.—NAVAL STORES.	£. s. d.	£. s. d.
For the Purchase of Naval Stores, for the Building, Repair and Outfit of the Fleet and Coast Guard, viz.:		
A.—Timber, Masts, Deals, &c.	23,150 – –	23,929 – –
B.—Metals and Metal Articles (including Iron, Armour-plates, Iron Beams, and Iron Masts), viz.:		
Copper and Copper Articles, Iron and Iron Articles, Pig Iron, Iron Wire Rope, Anchors, Cables, Fire-hearths, Lead, &c.	333,000 – –	309,460 – –
C.—Coals and other Fuel:		
For Steam Vessels £.171,000		
For Yard purposes 30,000		
	*201,100 – –	203,133 – –
D.—Hemp, Canvas, Hammocks, Seamen's Bags, Coal Sacks, Colours, Bunting, Worsted, Fearnought, and Kersey	77,150 – –	91,530 – –
E.—Paint Materials, Oil, Pitch, Tar, Tallow, Boats, Capstans, Furniture for Ships, &c., Glass and Glaziers' Wares, Hides and Leather, Pump and Engine Gear, and various Miscellaneous Stores	†119,690 – –	143,520 – –
F.—For Freight and sundry Expenses connected with Naval Stores	25,000 – –	25,000 – –
For Local Purchases of Stores at Coast Guard Stations	{ Included in above Items }	5,000 – –
TOTAL £.	779,090 – –	801,572 – –

* Including a sum of 22,500 *l.* for culinary fuel, hitherto provided for under Vote No. 2.

† Including a sum of 2,500 *l.* for oil for culinary purposes, hitherto provided for under Vote No. 2.

VOTE 10.—NAVAL STORES FOR BUILDING AND REPAIRING THE FLEET, &c.—*continued.*

			REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
			£. s. d.	£. s. d.
SECTION II.—STEAM MACHINERY AND SHIPS BUILDING BY CONTRACT.				
For the Purchase of Steam Machinery for Her Majesty's Ships and Vessels, and for Payments to be made for Ships and Vessels building or to be built by Contract, viz.:				
A.—STEAM MACHINERY FOR HER MAJESTY'S SHIPS AND VESSELS:				
	£.	£.		
For Engines already ordered	222,613			
Deduct: Amount to be voted in future years to complete Contracts	69,440	153,173		
For Engines to be ordered	139,000			
Deduct: Amount to be voted in future years to complete contracts	54,000	85,000		
TOTAL for STEAM MACHINERY £.		238,173	238,173 – –	295,070 – –

B.—SHIPS, &c. BUILDING BY CONTRACT:

	Total Estimate.	Amount already Voted.	Amount that will probably be expended on 31 March 1870.	Amount to be Voted in future Years to complete Contracts.		
	£.	£.	£.	£.		
For Turret Ship "Captain"	Nothing required.					
For Iron Armour-plated Ships, Iron Ships, and Gun Boats						
For Iron Armour-plated Ships (first provided for in 1868–69)	540,000	408,000	318,800	10,000	184,000 – –	420,000 – – (Items B., C. and D.)
C.—For Steam Boats to be ordered (Engines provided for under Item A.)					3,500 – –	Provided for under Vote 10, Section 1, where 5,000 *l.* was taken.
D.—For Experimental Purposes					3,000 – –	2,000 – – (Item E.)
E.—For the Repairs of Ships at other than Her Majesty's Dockyards					33,000 – –	35,000 – – (Item G.)
Building and Repairing Coast Guard Tenders					– – –	7,000 – – (Item H.)
F.—For the Salaries, Pay, Subsistence and Travelling Expenses of Dockyard Officers, Workmen, and others superintending Ships Building by Contract	£. 5,700					
Deduct,—To be provided in Indian Estimates	1,200	4,500			4,500 – –	8,000 – – (Item I.)
TOTAL £.					466,173 – –	767,070 – –

VOTE 11.

NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the EXPENSE of NEW WORKS, BUILDINGS, MACHINERY, and REPAIRS.

Seven Hundred and Forty-four Thousand Two Hundred and Thirty-two Pounds.

II. SUB-HEADS under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.
	£.	£.	£.	£.
NEW WORKS, &c., DEPTFORD AND WOOLWICH - - - -	—	2,917	—	2,917
A.— DITTO - CHATHAM - - - - - - - - -	267,015	269,190	—	2,175
B.— DITTO - SHEERNESS - - - - - - - -	5,990	7,177	—	1,187
C.— DITTO - PORTSMOUTH - - - - - - - -	266,815	264,630	2,185	—
D.— DITTO - DEVONPORT AND KEYHAM - - - -	16,615	20,155	—	3,540
E.— DITTO - PLYMOUTH BREAKWATER - - - -	3,500	6,000	—	2,500
F.— DITTO - PEMBROKE - - - - - - - -	16,977	10,939	6,038	—
G.— DITTO - HAULBOWLINE, &c. - - - - -	24,730	23,080	1,650	—
H.— DITTO - VICTUALLING ESTABLISHMENTS AT HOME	5,715	7,086	—	1,371
I.— DITTO - MEDICAL ESTABLISHMENTS AT HOME -	5,090	6,590	—	1,500
K.— DITTO - MARINE BARRACKS - - - - -	19,610	13,855	5,755	—
L.— DITTO - MARINE INFIRMARIES - - - - -	400	660	—	260
M.— DITTO - COAST GUARD - - - - - - - -	13,000	20,000	—	7,000
N.—REPAIRS AND ALTERATIONS AT THE ADMIRALTY OFFICES AT WHITEHALL AND SOMERSET HOUSE - - - - - -	6,000	6,000	—	—
O.—NEW WORKS, &c., NAVAL ESTABLISHMENTS ABROAD - -	61,165	59,217	1,948	—
P.— DITTO - VICTUALLING ESTABLISHMENTS ABROAD -	900	780	120	—
Q.— DITTO - MEDICAL ESTABLISHMENTS ABROAD - -	7,010	6,770	240	—
R.— DITTO - CONTINGENCIES (WORKS AND REPAIRS) -	10,000	10,000	—	—
S.—TEMPORARY SUPERINTENDENCE, &c., OF ENGINEERING AND ARCHITECTURAL WORKS AND REPAIRS - - - - -	13,200	13,270	—	70
T.—SHIPPING AND FREIGHT, CONVEYING MACHINES FROM DEPTFORD AND WOOLWICH TO OTHER YARDS - - -	500	1,500	—	1,000
£.	744,232	749,816	17,936	23,520

Actual Expenditu in 1868-6
£.
809,7

NET DECREASE - - - £. 5,584.

The amount required for 1870-71 includes 5,262 *l.* transferred from Vote No. 1.
The real decrease is, therefore, 10,846 *l.*

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Expended upon it. (Posted to 31 Dec. 1869.)	4. VOTE REQUIRED for the ensuing Year, 1870–71.		5. Further ESTIMATE for completing the Work.
NAVAL YARDS AT HOME.	£.	£.	£.	£.	£.	£.
A.—CHATHAM:						
Extension of the Yard (*Vote last year*, 245,000 *l.*) Original Estimate: £. Contract only 1,750,000 For contract and convict work combined (2,000 convicts) 1,250,000 Revised Estimate: For contract and convict work combined (700 convicts) 1,700,000	1,700,000*	917,000	901,969	250,000 †		~~490,000~~ (with the present supply of convict labour).
Tramways in yard				1,000		
Foundations for machinery				800		
Other works under 500 *l.* each (For details, *see* App., pp. 188 and 190.)				410		
Repairs and maintenance of buildings (For details, *see* App., pp. 188 and 190.)				5,000		
Total Works and Buildings				257,210		
New machinery				3,468		
Repairs to plant and machinery				6,337		
Total Machinery				9,805		
Total Chatham Yard					267,015	
B.—SHEERNESS:						
Foundations for machinery				30		
Other works under 500 *l.* each (For details, *see* App., pp. 188 and 190.)				480		
Repairs and maintenance of buildings (For details, *see* App., pp. 188 and 190.)				2,000		
Total Works and Buildings				2,510		
Repairs to plant and machinery				3,480		
Total Sheerness Yard					5,990	
			Carried forward £.		273,005	

* This sum does not include provision for the Factory and other buildings and machinery, the designs for which are not yet completed.
† Contract work, 200,000 *l.*; Convict work, 50,000 *l.*

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Expended upon it. (Posted to 31 Dec. 1869.)	4. VOTE REQUIRED for the ensuing Year, 1870-71.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	- -	273,005	
Naval Yards at Home—*continued.*						
C.—PORTSMOUTH:						
Extension of the yard - - - - - - - (*Vote last year*, 225,000 *l.*) Original Estimate: £. Contract only - - - - - 2,250,000 For contract and convict work combined (2,500 convicts) - - - 1,500,000 Revised Estimate: For contract and convict work combined (700 convicts) - - - 2,207,000	*2,207,000	893,800	551,960	235,000†	- -	1,382,000 (with the present supply of convict labour).
Dredging and removing mud from harbour - -	- -	- -	- -	6,000		
Extension of armour-plating shop - - - -	- -	- -	- -	2,800		
Reconstruction of jetties - - - - - - -	- -	- -	- -	1,000		
Foundations for machinery - - - - - -	- -	- -	- -	3,000		
Other works under 500 *l.* each - - } For details, see App., pp. 188 and 190.	- -	- -	- -	1,175		
Repairs and maintenance of buildings - } For details, see App., pp. 188 and 190.	- -	- -	- -	5,000		
Total Works and Buildings - - -	- -	- -	- -	253,975		
New machinery - - - - - - - -	- -	- -	- -	3,835		
Repairs to plant and machinery - - - -	- -	- -	- -	9,005		
Total Machinery - - -	- -	- -	- -	12,840		
Total Portsmouth Yard - - -	- -	- -	- -	- -	266,815	
D.—DEVONPORT AND KEYHAM:						
Devonport:						
Foundations for machinery - - - - - -	- -	- -	- -	110		
Other works under 500 *l.* each - - } For details, see App., p. 188 and 190.	- -	- -	- -	350		
Repairs and maintenance of buildings - } For details, see App., p. 188 and 190.	- -	- -	- -	3,000		
Total Works and Buildings - - -	- -	- -	-	3,460		
New machinery - - - - - - - -	- -	- -	- -	140		
Repairs to plant and machinery - - - -	- -	- -	- -	2,920		
Total Machinery - - -	- -	- -	- -	3,060		
Total Devonport Yard - - -	- -	- -	- -	6,520		
			Carried forward - - - £.		539,820	

* This sum does not include provision for the Factory and other buildings and machinery, the designs for which are not yet completed.
† Contract work, 215,000 *l.*; Convict work, 20,000 *l.*

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Expended upon it. (Posted to 31 Dec. 1869.)	4. VOTE REQUIRED for the ensuing Year, 1870–71.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	6,520	539,820	
NAVAL YARDS AT HOME—*continued.*						
D.—DEVONPORT AND KEYHAM—*continued.*						
KEYHAM:						
Repairs to dredging vessel attached to port - -	- -	- -	- -	620		
Foundations for machinery - - - - - -	- -	- -	- -	200		
Other works under 500 *l.* each - - } For details, see App., pp. 188 and 190.	- -	- -	- -	560		
Repairs and maintenance of buildings - }	- -	- -	- -	2,000		
TOTAL Works and Buildings - - -	- -	- -	- -	3,380		
New machinery - - - - - - - - -	- -	- -	- -	170		
Repairs to plant and machinery - - - - -	- -	- -	- -	6,545		
TOTAL Machinery - - -	- -	- -	- -	6,715		
TOTAL Keyham Yard - - -	- -	- -	- -	10,095		
TOTAL DEVONPORT and KEYHAM - - -	- -	- -	- -	- -	16,615	
E.—PLYMOUTH SOUND:						
Works at the Breakwater:						
Repairs and maintenance - - - - - -	- -	- -	- -	1,500		
Repairing damages to masonry caused by severe gales in 1867 - - - - - - - -	20,000	10,500	10,397	2,000	- -	5,000
TOTAL PLYMOUTH BREAKWATER - - -	- -	- -	- -	- -	3,500	
F.—PEMBROKE:						
Renewing covering of roof over slip No. 8 - -	- -	- -	- -	620		
Extension of railways - - - - - - -	- -	- -	- -	780		
Foundations for machinery - - - - - -	- -	- -	- -	570		
Other works under 500 *l.* each - - } For details, see App., pp. 188 and 190.	- -	- -	- -	1,190		
Repairs and maintenance of buildings (including Hobbs Point) - - }	- -	- -	- -	3,800		
TOTAL Works and Buildings - - -	- -	- -	- -	6,960		
New machinery - - - - - - - - -	- -	- -	- -	5,912		
Repairs to plant and machinery - - - - -	- -	- -	- -	4,105		
TOTAL Machinery - - - -	- -	- -	- -	10,017		
TOTAL PEMBROKE YARD - - - -	- -	- -	- -	- -	16,977	
			Carried forward - - - £.		576,912	

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Expended upon it. (Posted to 31 Dec. 1869.)	4. VOTE REQUIRED for the ensuing Year, 1870-71.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	- -	576,912	
NAVAL YARDS AT HOME—*continued.*						
G.—HAULBOWLINE, &c.						
HAULBOWLINE:						
Extension of the yard - - - - - - - (Voted last year, 20,000 *l.*)						
Original estimate for convict work only (1,200 convicts) - - - - - £. 150,000	*330,000	79,680	63,719	23,000	- -	230,000 (with the present supply of convict labour.)
Revised estimate for contract and convict work combined (450 convicts) - - £. 330,000						
Repairs and maintenance of buildings - For details, *see* App., p. 190.	- -	- -	- -	700		
					23,700	
PORTLAND COALING AND WATERING DEPOT						
Works under 500 *l.* each - - - For details, *see* App., pp. 188 and 190.	- -	- -	- -	400		
Repairs and maintenance of buildings	- -	- -	- -	330		
					730	
LEWES NAVAL PRISON:						
Works under 500 *l.* each - - - For details, *see* App., p. 188 and 190.	- -	- -	- -	150		
Repairs and maintenance of buildings -	- -	- -	- -	150		
					300	
TOTAL HAULBOWLINE, &c. - - - -	- -	- -	- -	- -	24,730	
H.—VICTUALLING ESTABLISHMENTS AT HOME.						
ROYAL VICTORIA YARD, AT DEPTFORD:						
Foundations for machinery - - - - - -	- -	- -	- -	150		
Other Works under 500 *l.* each - - For details, *see* App., pp. 188 and 190.	- -	- -	- -	100		
Repairs and maintenance of buildings -	- -	- -	- -	1,200		
TOTAL Works and Buildings - - -	- -	- -	- -	1,450		
New Machinery - - - - - - - - -	- -	- -	- -	1,800		
Repairs to plant and machinery - - - -	- -	- -	- -	1,100		
TOTAL Machinery - - -	- -	- -	- -	2,900		
TOTAL VICTORIA YARD - - - - -	- -	- -	- -	- -	4,350	
ROYAL CLARENCE YARD, AT GOSPORT:						
Repairs and maintenance of buildings - For details, *see* App., p. 190.	- -	- -	- -	500		
Repairs to plant and machinery - - - -	- -	- -	- -	175		
TOTAL CLARENCE YARD - - - -	- -	- -	- -		675	
			Carried forward - - - £.		601,642	

* This sum does not include provision for the factory and other buildings and machinery, the designs for which are not yet completed.

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Expended upon it. (Posted to 31 Dec. 1869.)	4. VOTE REQUIRED for the ensuing Year, 1870–71.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward					601,642	
H.—Victualling Establishments at Home—*cont^d.*						
ROYAL WILLIAM YARD, AT PLYMOUTH:						
Repairs and maintenance of buildings (For details, *see* App., p. 190.)				500		
Repairs to plant and machinery				190		
Total William Yard					690	
Total Victualling Establishments at Home					5,715	
I.—MEDICAL ESTABLISHMENTS AT HOME:						
HASLAR:						
Works under 500*l.* each				190		
Repairs and maintenance of buildings and breakwater (For details, *see* App., p. 188 and 190.)				2,000		
Total Works and Buildings				2,190		
Repairs to plant and machinery				250		
Total Haslar Hospital					2,440	
PLYMOUTH:						
Converting a store into a chapel				600		
Repairs and maintenance of buildings (For details, *see* App., p. 190.)				800		
Total Plymouth Hospital					1,400	
YARMOUTH:						
Enclosing ground and planting in front				500		
Other works under 500*l.* each				250		
Repairs and maintenance of buildings (For details, *see* App., pp. 188 and 190.)				500		
					1,250	
Total Medical Establishments at Home					5,090	
			Carried forward £.		612,447	

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Expended upon it. (Posted to 31 Dec. 1869.)	4. VOTE REQUIRED for the ensuing Year, 1870-71.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - - -	- -	- -	- -	- -	612,447	
K.—MARINE BARRACKS AT HOME.						
CHATHAM:						
Works under 500 *l.* each (marine labour) - - - - - - - For details, *see* App., p. 188 and 190.	- -	- -	- -	150		
Repairs and maintenance of buildings (ditto) - - - - - - -	- -	- -	- -	1,200		
					1,350	
PORTSMOUTH:						
Forton Barracks:						
Works under 500 *l.* each (marine labour) - - - - - - - For details, *see* App., pp. 188 and 190.	- -	- -	- -	620		
Repairs and maintenance of buildings (ditto) - - - - - - -	- -	- -	- -	1,200		
Total Works and Buildings - - -	- -	- -	- -	1,820		
Repairs to plant and machinery - - - - -	- -	- -	- -	30		
Total Forton Barracks - - -	- -	- -	- -	- -	1,850	
ROYAL MARINE ARTILLERY BARRACKS (EASTNEY):						
Payment to contractors upon final adjustment of accounts, amounting to 157,000 *l.*, for constructing the new barracks, including extra claims - -	- -	- -	- -	6,900		
Schools and residences (marine labour) - - -	5,000	4,000	3,647	1,000		
Repairs and maintenance of buildings (marine labour) - - - - - For details, *see* App., p. 190.	- -	- -	- -	1,000		
					8,900	
PLYMOUTH:						
Constructing additional barrack accommodation (marine labour) - - - - - - - -	180,000	170,000	164,879	*4,000	- -	10,000
Schools and residences (ditto) - - - - -	3,000	3,000	1,224	1,000		
Other works under 500 *l.* each (ditto) - For details, *see* App., pp. 188 and 190.	- -	- -	- -	360		
Repairs and maintenance of buildings (ditto) - - - - - - -	- -	- -	- -	1,000		
					6,360	
MILL BAY BARRACKS (PLYMOUTH):						
Repairs and maintenance of buildings (marine labour) - - - - - For details, *see* App., p. 190.	- -	- -	- -	- -	15	
DEAL AND WALMER.						
Repairs and maintenance of buildings For details, *see* App., p. 190.	- -	- -	- -	- -	1,000	
Total Marine Barracks - - -	- -	- -	- -	- -	19,610	
			Carried forward - - - £.		632,057	

* Re-vote.

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Expended upon it. (Posted to 31 Dec. 1869.)	4. VOTE REQUIRED for the ensuing Year, 1870-71.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward					632,057	
L.—MARINE INFIRMARY:						
CHATHAM:						
Repairs and maintenance of buildings (marine labour) (For details, see App., p. 190.)					400	
Total Marine Infirmary					400	
M.—COAST GUARD:						
Purchase and erection of buildings				6,500		
Repairs and maintenance of buildings (For details, see App., p. 190.)				6,500		
					13,000	
N.—ADMIRALTY, WHITEHALL, AND SOMERSET HOUSE:						
Fitting up new offices and general repairs to the public offices and official residences, also packing cases, models, and office furniture (For details, see App., p. 190.)					6,000	
O.—NAVAL ESTABLISHMENTS ABROAD:						
GIBRALTAR:						
Extension of the Mole for improving the harbour	122,500	91,857	86,846	4,000		28,000
Foundations for machinery				160		
Other works under 500 *l.* each (For details, see App., p. 188 and 190.)				120		
Repairs and maintenance of buildings (For details, see App., p. 188 and 190.)				350		
Total Works and Buildings				4,630		
New machinery				65		
Repairs to plant and machinery				149		
Total Machinery				214		
Total Gibraltar					4,844	
			Carried forward	£.	651,457	

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Expended upon it. (Posted to 31 Dec. 1869.)	4. VOTE REQUIRED for the ensuing Year, 1870-71.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	- -	651,457	
O.—Naval Establishments Abroad—*continued.*						
MALTA:						
For the construction of a dock and connection with the dockyard - - - - - - - - -	195,000	123,000	132,522	20,000		
Other works under 500 *l.* each - - (For details, *see* App., pp. 188 and 190.)	- -	- -	- -	130		
Repairs and maintenance of buildings (For details, *see* App., pp. 188 and 190.)	- -	- -	- -	1,400		
Total Works and Buildings - - -	- -	- -	- -	21,530		
New machinery - - - - - - - - -	- -	- -	- -	2,600		
Repairs to plant and machinery - - - - -	- -	- -	- -	618		
Total Machinery - - -	- -	- -	- -	3,218		
Total Malta - - -	- -	- -	- -	- -	24,748	
BERMUDA:						
Dredging and forming berth for floating dock, and providing moorings - - - - - - - -	- -	- -	- -	18,500*		
Foundations for machinery - - - - - -	- -	- -	- -	60		
Other works under 500 *l.* each - - (For details, *see* App., pp. 188 and 190.)	- -	- -	- -	200		
Repairs and maintenance of buildings (For details, *see* App., pp. 188 and 190.)	- -	- -	- -	1,200		
†Pay of officers, crew, and artificers employed on works, &c., borne on the books of H.M.S. "Terror"	- -	- -	- -	5,227		
Total Works and Buildings - - -	- -	- -	- -	25,187		
New machinery - - - - - - - - -	- -	- -	- -	85		
Repairs to plant and machinery - - - - -	- -	- -	- -	583		
Total Machinery - - -	- -	- -	- -	668		
Total Bermuda - - -	- -	- -	- -	- -	25,855	
HALIFAX:						
Removing coal stores to new site and altering coal wharf - - - - - - - - - -	1,300	1,050	875	200		
Foundations for machinery - - - - - -	- -	- -	- -	100		
Repairs and maintenance of buildings (For details, *see* App., p. 190.)	- -	- -	- -	1,200		
Total Works and Buildings - - -	- -	- -	- -	1,500		
New machinery - - - - - - - - -	- -	- -	- -	7		
Repairs to plant and machinery - - - - -	- -	- -	- -	11		
Total Machinery - - -	- -	- -	- -	18		
Total Halifax - - -	- -	- -	- -	- -	1,518	
				Carried forward - - - £.	651,457	

* Part re-vote.

† Formerly provided under Vote No. 1.

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Expended upon it. (Posted to 31 Dec. 1869.)	4. VOTE REQUIRED for the ensuing Year, 1870-71.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	- -	651,457	
O.—Naval Establishments Abroad—*continued.*						
JAMAICA:						
Foundations for machinery - - - - -	- -	- -	- -	100		
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	1,200		
Total Jamaica Yard - - -	- -	- -	- -	- -	1,300	
ANTIGUA:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	- -	220	
ASCENSION:						
Repairs and maintenance of buildings (marine labour) - - - - { For details, *see* App., p. 190. }	- -	- -	- -	- -	300	
VANCOUVER'S ISLAND (ESQUIMALT):						
Works under 500*l.* each - - - } For details, *see* App., pp. 188 and 190.	- -	- -	- -	280		
Repairs and maintenance of buildings }	- -	-	- -	100		
					380	
CAPE OF GOOD HOPE:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	400		
Repairs to plant and machinery - - - -	- -	- -	- -	100		
Total Cape of Good Hope Yard - - -	- -	- -	- -	- -	500	
TRINCOMALEE:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	-	- -	- -	- -	800	
			Carried forward - - - £.		651,457	

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Expended upon it. (Posted to 31 Dec. 1869.)	4. VOTE REQUIRED for the ensuing Year, 1870-71.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	- -	651,457	
O.—Naval Establishments Abroad—*continued.*						
SINGAPORE:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	- -	100	
HONG KONG AND KOWLOON:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	- -	400	
SHANGHAE:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	- -	200	
Total Naval Establishments Abroad - - - - - -	- -	- -	- -	- -	61,165	
P.—VICTUALLING ESTABLISHMENTS ABROAD:						
GIBRALTAR:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	- -	100	
MALTA:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	-	- -	- -	- -	300	
HALIFAX:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	- -	400	
CAPE OF GOOD HOPE:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	- -	100	
Total Victualling Establishments Abroad - - - - - -	- -	- -	- -	- -	900	
			Carried forward - - - £.		713,522	

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Expended upon it. (Posted to 31 Dec. 1869.)	4. VOTE REQUIRED for the ensuing Year, 1870–71.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	- -	713,522	
Q.—MEDICAL ESTABLISHMENTS ABROAD.						
LISBON:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	- -	100	
MALTA:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	- -	380	
BERMUDA:						
Works under 500 *l.* each - - - { For details, *see* App., pp. 188 and 190. }	- -	- -	- -	280		
Repairs and maintenance of buildings	- -	- -	- -	330		
					610	
JAMAICA:						
Repairs and maintenance of buildings { For details, *see* App., p. 190. }	- -	- -	- -	- -	600	
CAPE OF GOOD HOPE:						
Works under 500 *l.* each - - - { For details, *see* App., pp. 188 and 190. }	- -	- -	- -	70		
Repairs and maintenance of buildings	- -	- -	- -	100		
					170	
YOKOHAMA:						
Permanent Hospital - - - - - - - -	34,000†	6,000	520	5,000*	- -	28,000
Repairs and maintenance of sick quarters - - - - - - { For details, *see* App., p. 190. }	- -	- -	- -	150		
					5,150	
Total Medical Establishments Abroad - - - - - -	- -	- -	- -	- -	7,010	
R.—CONTINGENCIES FOR WORKS AND REPAIRS - - - - - - - -	- -	- -	- -	- -	10,000	
S.—TEMPORARY SUPERINTENDENCE - - - - { For details, *see* App., p. 191. }	- -	- -	- -	- -	13,200	
T.—FOR SHIPPING, FREIGHT, &c., IN CONVEYING MACHINES FROM DEPTFORD AND WOOLWICH TO OTHER YARDS - - - - - - - -	- -	- -	- -	- -	500	
			TOTAL - - - £.		744,232	

* Re-vote.

† This sum is Captain Crossman's Estimate for the work, but may possibly admit of reduction on further consideration.

Vote 11.—New Works, Buildings, Machinery, and Repairs—*continued.*

ABSTRACT.

	WORKS AND BUILDINGS.				MACHINERY.	TOTAL.
	Under Superintendence of the Director of Works.				Under Superintendence of the Controller of the Navy.	
	Extensions of the Dockyards and other Establishments.	*Other Works and Buildings.*	*Repairs.*	Total.		
	£.	£.	£.	£.	£.	£.
Naval Yards at Home	508,000	22,245	21,980	552,225	45,917	598,142
Naval Yards Abroad	47,727	1,350	7,870	56,947	4,218	61,165
Victualling Yards at Home	- -	250	2,200	2,450	3,265	5,715
Victualling Yards Abroad	- -	- -	900	900	- -	900
Medical Establishments at Home	- -	1,540	3,700	5,240	250	5,490
Medical Establishments Abroad	5,000	350	1,660	7,010	- -	7,010
Marine Barracks	12,900	1,130	5,550	19,580	30	19,610
Coast Guard Buildings	- -	6,500	6,500	13,000	- -	13,000
Plymouth Breakwater	- -	2,000	1,500	3,500	- -	3,500
Admiralty Offices	- -	- -	6,000	6,000	- -	6,000
Contingencies	- -	10,000	- -	10,000	- -	10,000
Temporary Superintendence	13,200	- -	- -	13,200	- -	13,200
For Shipping, Freight, &c, in Conveying Machines from Deptford and Woolwich to other Yards	- -	- -	- -	- -	500	500
Total for 1870–71	586,827	45,365	57,860	690,052	54,180	744,232
Last Vote for 1869–70	566,770	70,180	60,020	696,970	52,846	749,816
Increase £.	20,057	—	—	—	1,334	—
Decrease £	- -	24,815	2,160	6,918	—	* 5,584

* This includes a sum of 5,262 *l.* transferred from Vote, No. 1; the real Decrease is therefore 10,846 *l.*

Vote 12.

MEDICINES AND MEDICAL STORES, &c.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the Expense of Medicines and Medical Stores, &c.

Seventy-three Thousand One Hundred and Fifty Pounds.

II. Sub-Heads under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.	Actual Expenditur in 1868-69.
	£.	£.	£.	£.	£.
A.—HOSPITAL AND INFIRMARY PROVISIONS AND STORES	36,100	36,400	—	300	
B.—MEDICINES AND SURGICAL INSTRUMENTS	9,500	8,500	1,000	—	
C.—SUBSISTENCE, &c., OF SEAMEN AT SICK QUARTERS, &c.	15,400	15,600	—	200	
D.—EXPENSE OF CARRYING OUT CONTAGIOUS DISEASES ACT, &c.	20,000	16,300	3,700	—	
E.—MISCELLANEOUS DISBURSEMENTS, MEDICAL SERVICE	1,150	2,500	—	1,350	
£.	82,150	79,300	4,700	1,850	
Abate,—Cost of Maintenance of Non-Commissioned Officers and Men of the Royal Navy and Marines, admitted to Naval Hospitals or Infirmaries, to be there maintained at the expense of Greenwich Hospital, in accordance with Clause 4 of the Greenwich Hospital Act of 1869	9,000			Add 9,000	
£.	73,150			10,850	88,022

Net Decrease £. 6,150.

The amount required for 1870-71 includes 894 *l.* transferred from Vote No. 1; a sum of 1,533 *l.* has, however, been transferred to Vote No. 8; the real decrease is therefore 5,511 *l.*

III. Details of the above.

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
A.—HOSPITAL AND INFIRMARY PROVISIONS AND STORES: For Provisions and Stores of all kinds, including Issues from Naval and Victualling Depôts, for the several Naval Hospitals and Marine Infirmaries	36,100 – –	36,400 – –
B.—MEDICINES AND SURGICAL INSTRUMENTS: For Medicines and Surgical Instruments	9,500 – –	8,500 – –
C.—SUBSISTENCE, &c., OF SEAMEN AT SICK QUARTERS, &c.: For the Subsistence and Care of Seamen at Sick Quarters and in Temporary Hospitals, and for other occasional Accommodation for the Sick: For the Fleet £. 5,400; For Coast Guard and Royal Naval Reserve 10,000	15,400 – –	15,600 – –
D.—EXPENSE OF CARRYING OUT CONTAGIOUS DISEASES ACT, &c.: For the purpose of carrying out the Contagious Diseases Act of 1866; for Contributions for Lock Wards at the Out-Ports; and for Establishing and Maintaining Lock Beds at Naval Stations in the Colonies	20,000 – –	16,300 – –
E.—MISCELLANEOUS DISBURSEMENTS, MEDICAL SERVICE: For freight of Medical Stores, Funerals of Seamen, and other Miscellaneous Disbursements for Medical Service	1,150 – –	2,500 – –
£.	82,150 – –	79,300 – –
Abate,—Cost of Maintenance of Non-Commissioned Officers and Men of the Royal Navy and Marines, admitted to Naval Hospitals or Infirmaries, to be there maintained at the expense of Greenwich Hospital, in accordance with Clause 4 of the Greenwich Hospital Act of 1869	9,000 – –	—
Total £.	73,150 – –	79,300 – –

VOTE 13.

MARTIAL LAW AND LAW CHARGES.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the EXPENSE of MARTIAL LAW and LAW CHARGES.

Sixteen Thousand Six Hundred and Seventy-eight Pounds.

II. SUB-HEADS under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.	Actual Expenditure in 1868-69.
	£.	£.	£.	£.	£.
A.—LEGAL DEPARTMENT	10,014	11,014	—	1,000	
B.—COURTS MARTIAL	1,400	1,400	—	—	
C.—NAVAL PRISON, LEWES	3,031	2,918	113	—	
D.— DITTO — MALTA	896	1,712	—	816	
E.— DITTO — HONG KONG	237	—	237	—	
F.—CONVEYANCE OF PRISONERS	1,100	1,100	—	—	
£.	16,678	18,144	350	1,816	18,471

NET DECREASE £. 1,466.

The Amount required for 1870–71, includes 277 *l.* transferred from Vote No. 1. The real decrease is therefore 1,743 *l.*

III. DETAILS of the above.

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
A.—LEGAL DEPARTMENT:	£. s. d.	£. s. d.
Advocate General of the Office of Lord High Admiral (in addition to Fees)	13 6 8	13 6 8
Counsel and Judge Advocate for the affairs of the Admiralty and Navy (in addition to Fees)	100 — —	100 — —
Solicitor for the Admiralty	1,600 — —	1,600 — —
Solicitor for assistance of Clerks	1,300 — —	1,300 — —
Fees to Counsel, Charges of Law Agents, and Expenses attendant on the Purchase of Property, and other Legal Proceedings connected with Naval business, including a fixed allowance of 950 *l.* a year to the Admiralty Law Agent at Plymouth in lieu of Fees and Costs	7,000 13 4	8,000 13 4
£.	10,014 — —	11,014 — —
B.—COURTS MARTIAL:		
Allowances to persons officiating at Courts Martial on Officers, Seamen, and Marines, Travelling Charges, and other Expenses attendant thereon	1,400 — —	1,400 — —

VOTE 13.—MARTIAL LAW AND LAW CHARGES—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
C.—NAVAL PRISON, LEWES:	£. s. d.	£. s. d.
Governor,* from 350 *l.* to 400 *l.* per annum	391 – –	386 – –
Chaplain*	200 – –	200 – –
Local Medical Practitioner	100 – –	100 – –
Pay of Warders, Assistant Warders, Schoolmaster, Messengers, &c.	1,370 – –	1,356 – –
Lodging Money to those of the above unprovided with Quarters	155 – –	164 – –
Allowance, in lieu of a House, to the Chaplain	50 – –	50 – –
Rates and Taxes	30 – –	30 – –
Lighting the Prison with Gas	50 – –	50 – –
Allowances for Clothing to Warders, &c.	101 – –	82 – –
Allowance to Roman Catholic Priest	26 – –	26 – –
Fuel, Lights, &c.	250 – –	181 – –
Postage, Advertisements, and other Contingencies	120 – –	120 – –
Clothing for Prisoners	188 – –	173 – –
£.	3,031 – –	2,918 – –
D.—NAVAL PRISON, MALTA:	For Six Months to 30 September 1870.	
Governor *	150 – –	300 – –
Allowance to the Medical Officers of H.M.S. "Hibernia" for Services in connexion with the Prisoners	25 – –	50 – –
Clerk and Storekeeper	46 – –	91 – –
Pay of Warders, Assistant Warders, Gatekeeper, Messengers, &c.	418 – –	836 – –
Lodging Money to Warders, &c. unprovided with Quarters	18 – –	37 – –
Allowances for Clothing to Warders, &c.	33 – –	65 – –
Fuel and Lights	60 – –	120 – –
Postage, Boat hire, and other Contingencies	31 – –	63 – –
Clothing for Prisoners	75 – –	150 – –
Pay of Gunner's Mate, H.M.S. "Hibernia"	40 – –	—
£.	896 – –	1,712 – –
E.—NAVAL PRISON, HONG KONG:		
Wages of Master-at-Arms and Ship's Corporal of Her Majesty's Ship "Princess Charlotte"	237 – –	Provided for under Vote No. 1.
F.—CONVEYANCE OF PRISONERS:		
Expense of conveying Prisoners between Lewes Prison and County Gaols, and Her Majesty's Ships	1,100 – –	1,100 – –

* In addition to Half Pay.

VOTE 14.

MISCELLANEOUS SERVICES.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the EXPENSE of various MISCELLANEOUS SERVICES.

One Hundred and Eighteen Thousand Seven Hundred and Ninety-one Pounds.

II. SUB-HEADS under which this VOTE will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.
	£.	£.	£.	£.
A.—PILOTING AND TOWING HER MAJESTY'S SHIPS	8,000	8,000	—	—
B.—COMMANDERS IN CHIEF, EXPENSES ATTENDANT ON	4,200	4,000	200	—
C.—PASSAGE MONEY AND CONVEYANCE OF OFFICERS, SEAMEN, AND MARINES	43,000	50,000	—	7,000
D.—TELEGRAPHIC COMMUNICATIONS, EXPENSE OF	6,000	6,000	—	—
E.—COMPENSATION TO OFFICERS, &c., FOR LOSSES BY SHIPWRECK, &c.	1,600	3,000	—	1,400
F.—CONTRIBUTIONS IN AID OF SAILORS' HOMES	600	565	35	—
G.—DITTO RELIGIOUS AND CHARITABLE INSTITUTIONS	1,200	1,500	—	300
GG.—ALLOWANCES TO MINISTERS OF RELIGION	3,500	3,000	500	—
H.—PER-CENTAGE TO BANKS ON MONEY REMITTED TO NAVAL ACCOUNTANTS	1,500	1,500	—	—
I.—MAINTENANCE OF A FLOATING LIGHT VESSEL AT THE WARNER	370	370	—	—
K.—MEDALS FOR SEAMEN AND MARINES	800	100	700	—
L.—REWARDS FOR SERVICES AGAINST PIRATES	2,500	1,000	1,500	—
M.—STAMPS ON CONTRACTS AND ON OFFICERS' COMMISSIONS, &c.	2,000	3,500	—	1,500
N.—HIRE OF SHIPS AND VESSELS	1,000	200	800	—
O.—ASSISTANCE RENDERED TO HER MAJESTY'S SHIPS WHEN IN DISTRESS	200	500	—	300
P.—COMPENSATION FOR DAMAGE DONE BY HER MAJESTY'S SHIPS	4,000	4,000	—	—
Q.—GRATUITIES FOR WOUNDS AND SPECIAL SERVICES	8,000	6,000	2,000	—
QQ.—GRATUITY TO MR. REED, CHIEF CONSTRUCTOR OF THE NAVY, FOR SPECIAL SERVICES	5,000	- -	5,000	—
QQQ.—GRATUITY TO CAPTAIN COLOMB, R.N., FOR PROFESSIONAL SERVICES IN CONNECTION WITH FLASHING SIGNALS	250	- -	250	—
R.—EXPENSE OF COMMITTEES	2,000	2,000	—	—
S.—COMPENSATION TO OWNERS OF MERCHANT VESSELS FOR PROVIDING SUBSTITUTES FOR VOLUNTEERS	100	100	—	—
T.—BOOKS AND STATIONERY FOR SCHOOLS, &c.	3,250	3,250	—	—
V.—LOSS BY EXCHANGE, &c.	500	1,000	—	500
W.—LODGING ALLOWANCES TO OFFICERS, &c., OF HER MAJESTY'S SHIPS	5,000	7,000	—	2,000
WW.—WATER POLICE	3,721	3,650	71	—
X.—IRON-CLAD SHIP FOR VICTORIA	- -	3,000	—	3,000
Y.—NAVAL SAVINGS BANKS	500	1,000	—	500
YY.—TORPEDO EXPERIMENTS	2,000	- -	2,000	—
Z.—MISCELLANEOUS PAYMENTS AND ALLOWANCES	8,000	6,415	1,585	—
£.	118,791	120,650	14,641	16,500

Actual Expenditure in 1868-69.
£.
183,960

NET DECREASE £. 1,859.

The Amount required for 1870-71 includes 83 *l.*, transferred from Vote No. 1; the real Decrease is therefore 1,942 *l.*

VOTE 14.—MISCELLANEOUS SERVICES—*continued.*

III. DETAILS of the foregoing.

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
A.—PILOTING AND TOWING HER MAJESTY'S SHIPS:		
For Pilotage of Her Majesty's Ships on Home and Foreign Stations; Half day-pay to Pilots, Travelling and other incidental Expenses in piloting and towing Ships	£. s. d. 8,000 – –	£. s. d. 8,000 – –
B.—COMMANDERS IN CHIEF:		
For Rents, Furniture, Postage, Stationery, Wages of Attendants, and other Expenses	4,200 – –	4,000 – –
C.—PASSAGE MONEY AND CONVEYANCE OF OFFICERS, SEAMEN, AND MARINES:		
For the Passage and Travelling Expenses of Naval and Marine Officers proceeding to, and of Invalid Officers returning from, their Ships on Foreign Stations; and of Civil Officers proceeding to, and returning from, Service Abroad; also for the Conveyance of Seamen and Marines to and from their Ships or Divisions; and for the Passage and Conveyance of Invalids	43,000 – –	50,000 – –
D.—TELEGRAPHIC COMMUNICATIONS:		
For Electric Telegraph from the Admiralty to Somerset House; and to the several Dockyards, as per Contracts; also, for casual Telegraphic Communications, &c.	6,000 – –	6,000 – –
E.—COMPENSATION TO OFFICERS, &c. FOR LOSSES BY SHIPWRECK, &c.:		
For Compensation to Officers, Seamen, &c. for Losses by Shipwreck or Action, pursuant to the recommendation of the Committee for Naval and Military Inquiry	1,600 – –	3,000 – –
F.—CONTRIBUTIONS IN AID OF SAILORS' HOMES:		
For Contributions in aid of Sailors' Homes in the Neighbourhood of Naval Establishments	600 – –	565 – –
G.—CONTRIBUTIONS IN AID OF RELIGIOUS AND CHARITABLE INSTITUTIONS:		
For Contributions in aid of Religious and Charitable Institutions in the Neighbourhood of Naval Establishments	1,200 – –	1,500 – –
GG.—ALLOWANCES TO MINISTERS OF RELIGION, &c.:		
For Allowances to Ministers of Religion for Services to Seamen and Marines in Her Majesty's Ships, and at Establishments on Shore at Home and Abroad, and for Accommodation in Churches, Chapels, &c., not including Naval Chaplains attached to Establishments	3,500 – –	3,000 – –
H.—PER-CENTAGE TO BANKS ON MONEY REMITTED TO NAVAL ACCOUNTANTS:		
For Per-centage paid to Banks for transmission of Money to the Naval Accountants at the Out-ports and other Home Establishments, to meet Payments for the Naval Department	1,500 – –	1,500 – –
I.—MAINTENANCE OF A FLOATING LIGHT VESSEL AT THE WARNER:		
For Annual Payment to the Elder Brethren of the Trinity House for the maintenance of a Floating Light Vessel at the Warner	370 – –	370 – –
Carried forward £.	69,970 – –	77,995 – –

VOTE 14.—MISCELLANEOUS SERVICES—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
Brought forward - - -	69,970 - -	77,935 - -
K.—MEDALS FOR SEAMEN AND MARINES:		
For Medals to Seamen and Marines as Rewards for Good Service and Distinguished Gallantry in Action - - - - - - -	800 - -	100 - -
L.—REWARDS FOR SERVICES AGAINST PIRATES:		
For Rewards for Services against Pirates (under Act 13 & 14 Vict. c. 26), viz.:—		
To Commanders, Officers, and Crews of Her Majesty's Gun Boats, for Services against Pirates, viz.:—"Haughty," on 8th May 1865; "Janus," 18th July 1867; "Bouncer" and "Leven," between 20th July and 16th August 1867; "Haughty" and "Opossum," between 28th August and 2nd September 1868, and "Bouncer," between 12th and 18th June 1869 - -	2,500 - -	1,000 - -
M.—STAMPS ON CONTRACTS, &c.:		
For Stamps on Contracts, and on Officers' Commissions and Appointments, Advertisements, Gazettes, Lists, &c. - - - - -	2,000 - -	3,500 - -
N.—HIRE OF SHIPS AND VESSELS:		
For the occasional Hire of Steamers and other small Vessels - -	1,000 - -	200 - -
O.—ASSISTANCE RENDERED TO HER MAJESTY'S SHIPS, &c.:		
For Assistance rendered to Her Majesty's Ships in Distress - -	200 - -	500 - -
P.—COMPENSATION FOR DAMAGE DONE BY HER MAJESTY'S SHIPS:		
For Remuneration for Damage done by Her Majesty's Ships - -	4,000 - -	4,000 - -
Q.—GRATUITIES FOR WOUNDS AND FOR SPECIAL SERVICES:		
For Gratuities for Wounds and Injuries received in the Service; to Persons on Retirement or Discharge from the Public Service, not entitled to Pension; Compassionate Allowances, and Gratuities for Special Services - - - - - - - - - - -	8,000 - -	6,000 - -
QQ.—GRATUITY TO MR. REED, CHIEF CONSTRUCTOR OF THE NAVY:		
For Special Services, commenced before he received permanent employment at the Admiralty, in connection with the Construction of Armoured Ships - - - - - - - - - - -	5,000 - -	-
QQQ.—GRATUITY TO CAPTAIN COLOMB, R.N., FOR PROFESSIONAL SERVICES IN CONNECTION WITH FLASHING SIGNALS - - - - - -	250 - -	—
R.—EXPENSE OF COMMITTEES:		
For Expenses connected with the Appointment of Committees to investigate or report on Matters relating to the Naval Department -	2,000 - -	2,000 - -
S.—COMPENSATION TO OWNERS OF MERCHANT VESSELS FOR PROVIDING SUBSTITUTES FOR VOLUNTEERS:		
For Compensation to the Owners of Merchant Vessels for Excess of Wages paid by them in providing Substitutes for Seamen who volunteer into Her Majesty's Navy (Act 16 & 17 Vict. c. 131) - -	100 - -	100 - -
Carried forward - - - £.	95,820 - -	95,335 - -

VOTE 14.—MISCELLANEOUS SERVICES—*continued.*

	REQUIRED for Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
Brought forward - - -	95,820 - -	95,335 - -
T.—BOOKS AND STATIONERY FOR SCHOOLS, &c.:		
For Allowances for the purchase of Books and Stationery for Schools on board Her Majesty's Ships and Training Ships; and for Allowances to purchase Stationery for Captains and Paymasters of Her Majesty's Ships	3,250 - -	3,250 - -
V.—LOSS BY EXCHANGE, &c.:		
For Net Loss by Exchange incurred from Payments made by Paymasters on the East India and China Stations, &c.; and Discount on Bills drawn	500 - -	1,000 - -
W.—LODGING ALLOWANCES TO OFFICERS, &c., OF HER MAJESTY'S SHIPS:		
For Allowances for Lodging to Officers and Crews of Her Majesty's Ships detained on Shore by Stress of Weather, or on Special Service	5,000 - -	7,000 - -
WW.—WATER POLICE:		
For the Wages of the Metropolitan Police Force employed on the Water Police Service at the undermentioned Naval Stations, under Act 23 & 24 Vict. c. 135, including Commuted Allowance for Clothing, Fuel, and Contingent Expenses; viz.—		
£.		
Chatham - - - - - - - - - 225		
Sheerness - - - - - - - - - 737		
Portsmouth - - - - - - - - 1,549	3,721 - -	3,650 - -
Devonport - - - - - - - - 1,210		
X.—IRON-CLAD SHIP FOR VICTORIA:		
For Balance of Moiety of a Contribution of 100,000 l. towards Building an Iron-clad Two-turreted Ship for the Defence of the Colony of Victoria. (Re-Vote) - - - - - - - -	- - -	3,000 - -
Y.—NAVAL SAVINGS BANKS:		
For Interest on Deposits in Naval Savings Banks, and for Extra Pay of Non-Commissioned Officers of Royal Marines acting as Savings Bank Clerks - - - - - - - - - -	500 - -	1,000 - -
YY.—TORPEDO EXPERIMENTS:		
To Compensate Patentees, should the Government after the Experiments decline to Purchase their Invention, or, to meet the Cost of the Torpedoes Destroyed and the Expenses incidental to carrying out the Experiments, should the Government desire to purchase it -	2,000 - -	—
Z.—MISCELLANEOUS PAYMENTS AND ALLOWANCES:		
For Freight of Specie; Wages of Interpreters; Conveyance by Sea of the Royal Household; clearing Ships of Ashes; and other small or unforeseen Expenses - - - - - - - - - -	8,000 - -	6,415 - -
(For details of Expenditure of Contingencies in 1868–69, *see* Appendix, No. 20, p. 192.)		
TOTAL - - - £.	118,791 - -	120,650 - -

VOTE 15.

HALF PAY, RESERVED HALF PAY, AND RETIREMENT TO OFFICERS OF THE NAVY AND ROYAL MARINES.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the Expense of HALF PAY, RESERVED AND RETIRED PAY.

Seven Hundred and Eighty-two Thousand One Hundred Pounds.

II. HEAD under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.	Actual Expenditure in 1868-69.
	£.	£.	£.	£.	£.
A.—HALF PAY, RESERVED AND RETIRED PAY-	782,100	723,231	58,869	—	688,074
NET INCREASE - - £. 58,869.					

III. DETAILS of the above.

Number unemployed on 1 Jan. 1870.		RANK.	Rate of Half Pay or Retirement. Daily.	Annual.	TOTAL of each Class (365 Days).	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
		ACTIVE LIST.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
3		Admirals of the Fleet	3 7 -	1,222 15 -	3,668 5 -		
19		Admirals	2 2 -	766 10 -	14,563 10 -		
18		Vice-Admirals	1 12 6	593 2 6	10,676 5 -		
41		Rear-Admirals	1 5 -	456 5 -	18,706 5 -		
	81					47,614 5 -	46,984 12 6
39		Captains	- 14 6	264 12 6	10,320 7 6		
54		Ditto	- 12 6	228 2 6	12,318 15 -		
108		Ditto	- 10 6	191 12 6	20,695 10 -		
	201					43,334 12 6	39,392 12 6
90		Commanders	- 10 -	182 10 -	16,425 - -		
154		Ditto	- 8 6	155 2 6	23,889 5 -		
	244					40,314 5 -	36,034 12 6
	269	Lieutenants	From 8 6 to - 4 - Average 5 -	91 5 -	24,546 5 -	24,546 5 -	20,038 10 -
	132	Staff Commanders and Navigating Lieutenants	From 17 - to - 5 - Average 8 -	146 - -	19,272 - -	19,272 - -	17,465 5 -
	6	Sub-Lieutenants	- 2 6	45 12 6	273 15 -	273 15 -	228 2 6
	3	Navigating Sub-Lieutenants	- 2 6	45 12 6	136 17 6	136 17 6	136 17 6
	33	Chaplains	From 14 6 to - 5 - Average 7 6	136 17 6	4,516 17 6	4,516 17 6	4,808 17 6
3		Inspectors General of Hospitals	1 17 6	684 7 6	2,053 2 6		
1		Ditto - ditto	1 13 6	611 7 6	611 7 6		
1		Ditto - ditto	1 10 -	547 10 -	547 10 -		
2		Deputy - ditto	1 1 -	383 5 -	766 10 -		
	7					3,978 10 -	3,294 2 6
	976			Carried forward - - - £.		183,987 7 6	168,383 12 6

Vote 15.—Half Pay, Reserved Half Pay, and Retirement to Officers of the Navy and Royal Marines—*continued.*

Number unemployed on 1 Jan. 1870	RANK.	Rate of Half Pay or Retirement. Daily.	Annual.	TOTAL of each Class, (365 Days.)	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	ACTIVE LIST—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
976	Brought forward	- - -	- - -	- - -	183,987 7 6	168,383 12 6
110	Staff Surgeons and Surgeons	From 18 6 to – 11 – Average 14 –	255 10 2	28,105 – –	28,105 – –	19,944 4 2
18	Assistant Surgeons	From 10 – to – 6 – Averag 8 –	146 – –	2,628 – –	2,628 – –	3,139 – –
2	Secretaries	– 17 –	310 5 –	620 10 –		
1	Ditto	– 14 –	255 10 –	255 10 –		
1	Ditto	– 12 –	219 – –	219 – –		
4	For 3 Secretaries on Full Pay allowed 5 *s.* a day out of their Half-pay	– 5 –	91 5 –	273 15 –	1,368 15 –	675 5 –
145	Paymasters	From 15 6 to – 5 – Average 9 11	180 19 7	26,241 19 7		
	For 12 Paymasters on Full Pay as Secretaries allowed 5 *s.* a day out of their Half-pay	– 5 –	91 5 –	1,095 – –	27,336 19 7	23,204 17 6
8	Assistant Paymasters	– 2 6	45 12 6	365 –	365 – –	547 10 –
10	Naval Instructors	From 10 – to – 3 – Average 7 9	141 8 9	1,414 7 6	1,414 7 6	752 16 3
4	Chief Inspectors and Inspectors of Machinery	– 15 6	282 17 6	1,131 10 –	1,131 10 –	1,131 10 –
67	Chief Engineers	From 13 – to – 5 – Average 8 10	161 4 2	10,801 – 5	10,801 – 5	12,237 4 7
1,342				TOTAL ACTIVE LIST - - - £.	257,138 – –	230,116 – –
	RESERVED LIST.					
	(Under Her Majesty's Orders in Council of 25 June 1851, 29 December 1853, 1 August 1860, and 9 July 1864.)					
Nil.	Admiral of the Fleet	£. s. d. 2 2 –	£. s. d. 766 10 –	£. s. d. nil.	- nil -	766 10 –
2	Admirals – In receipt of Retired	2 2 –	766 10 –	1,533 – –		
6	Ditto – Service Pensions	1 12 6	593 2 6	3,558 15 –		
Nil.	Vice-Admirals –	1 12 6	593 2 6	nil.		
8					5,091 15 –	5,858 5 –
Nil.	Admiral	2 2 –	766 10 –	nil.		
29	Ditto	1 5 –	456 5 –	13,231 5 –		
29	Vice-Admirals	1 5 –	456 5 –	13,231 5 –		
17	Rear-Admirals	1 5 –	456 5 –	7,756 5 –		
75					34,218 15 –	38,179 – –
34	Captains – Orders in Council, 25 June 1851, 30 January 1856, and 1 August 1860	From 16 9 to 10 6	305 13 9 191 12 6	7,341 – –		
					7,341 – –	7,961 2 6
65	Commanders – Orders in Council, 25 June 1851, 30 January 1856, and 1 August 1860	From 12 9 to – 8 6	232 13 9 155 2 6	11,597 15 –		
					11,597 15 –	12,118 – –
3	Lieutenants	– 6 –	109 10 –	328 10 –		
Nil.	Ditto	– 4 –	73 – –	nil.		
3					328 10 –	511 – –
114	Staff Commanders and Navigating Lieutenants	From 15 6 to 5 –	282 17 6 91 5 –	14,326 5 –		
299					14,326 5 –	13,952 2 6
				TOTAL RESERVED LIST - - - £.	72,904 – –	79,346 – –

Vote 15.—Half Pay, Reserved Half Pay, and Retirement to Officers of the Navy and Royal Marines—*continued.*

Number on 1 Jan. 1870.		RANK.	Rate of Half Pay or Retirement. Daily.	Rate of Half Pay or Retirement. Annual.	TOTAL of each Class. (365 Days.)	REQUIRED for the Service of the Year 1870-71.	LAST VOTE for the Financial Year 1869-70.
		RETIRED LIST.					
		(Under Admiralty Circular, 31 August 1846, and Her Majesty's Orders in Council, 10 August 1840, 25 June 1851, 30 January 1856, 1 August 1860, 9 July 1864, 16 February 1866, 24 March 1866, and 26 June 1867.)					
		NAVAL OFFICERS.					
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
2		Admirals - In receipt of Greenwich Hospital Pensions (Order in Council, 16 February 1866)	2 2 -	766 10 -	1,533 - -		
4		Vice ditto -	1 12 6	593 2 6	2,372 10 -		
2		Rear ditto -	1 5 -	456 5 -	912 10 -		
	8					4,818 - -	3,458 7 6
9		Admirals - Retired from Active Flag List (Order in Council 24 March 1866)	2 2 -	766 10 -	6,898 10 -		
3		Vice ditto -	1 12 6	599 2 6	1,779 7 6		
8		Rear ditto -	1 5 -	456 5 -	3,650 - -		
	20					12,327 17 6	11,278 10 -
25		Admirals - (Order in Council, 7 May 1858)	1 5 -	456 5 -	11,406 5 -		
9		Ditto -	1 - -	365 - -	3,285 - -		
15		Vice ditto -	1 - -	365 - -	5,495 - -		
	49					20,166 5 -	23,086 5 -
	17	Rear-Admirals (with Pay of Retired Captain) -	1 - -	365 - -	6,205 - -	6,205 - -	5,840 - -
37		Rear-Admirals (Order in Council, 1 August 1860, and 9 July 1864) -	1 5 -	456 5 -	16,881 5 -		
1		Ditto -	- 14 6	264 12 6	264 12 6		
	38					17,145 17 6	13,687 10 -
23		Captains - (Orders in Council, 10 August 1840, 24 April 1847, 25 June 1851, 30 January 1856, and 26 June 1867)	1 - -	365 - -	8,395 - -		
107		Ditto -	- 10 6	191 12 6	20,503 17 6		
55		Ditto - (Orders in Council, 1 August 1860, 9 July 1864, and 23 March 1866)	1 - -	365 - -	20,075 - -		
9		Ditto -	- 18 -	328 10 -	2,956 10 -		
4		Ditto -	- 16 -	292 - -	1,168 - -		
	198					53,098 7 6	59,157 7 6
	172	Captains, from Commanders' List (Orders in Council, 1 August 1860, 9 July 1864, and 24 March 1866) -	From 17 9 to - 10 -	323 18 9 to 182 10 -	39,141 13 9	39,141 13 9	39,050 8 9
	34	Captains, late Staff Captains and Staff Commanders (Orders in Council, 28 February 1855, 22 February 1860, and 26 June 1867) -	From 1 4 - to - 13 -	438 - - to 237 5 -	11,315 - -	11,315 - -	9,964 10 -
	27	Commanders (Orders in Council, 1 August 1860, and 9 July 1864) -	From 15 9 to - 10 -	287 8 9 to 182 10 -	5,680 6 3	5,680 6 3	6,875 13 9
100		Commanders (Order in Council, 30 January 1816) -	- 8 6	155 2 6	15,512 10 -		
279		Commanders (Orders in Council, 1 November 1830, and 9 July 1864) -	- 7 -	127 15 -	35,642 5 -		
1		Ditto - - - - - ditto - - -	- 4 -	73 - -	73 - -		
	380					51,227 15 -	55,060 5 -
	242	Commanders, from Lieutenants' List (Orders in Council, 1 August 1860, 9 July 1864, and 24 March 1866) -	From 14 6 to - 4 -	264 12 6 to 73 - -	38,726 10 -	38,726 10 -	39,575 2 6
1,185		- - - - - - - - - -	- - -	Carried forward - - - £.		259,852 12 6	267,034 - -

Vote 15.—Half Pay, Reserved Half Pay, and Retirement to Officers of the Navy and Royal Marines—*continued.*

Number on 1 Jan. 1870.	RANK.	Rate of Half Pay or Retirement. Daily.	Rate of Half Pay or Retirement. Annual.	TOTAL of each Class. (365 Days.)	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	Retired List—*continued.*					
	Naval Officers—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1,185	- - - - - - - - - -	- - -	- - Brought forward - - -		259,852 12 6	267,034 - -
	(Under Admiralty Circular, 31 August 1846, and Her Majesty's Orders in Council, 10 August 1840, 25 June 1851, 30 January 1856, 1 August 1860, 9 July 1864, 16 February 1866, 24 March 1866, and 26 June 1867)—*continued.*					
2	Commanders, late Navigating Lieutenants (under Order in Council of 19 May 1846)	- 13 6	246 7 6	492 15 -		
2	Ditto - ditto - - - - -	- 12 6	228 2 6	456 5 -		
10	Ditto - ditto - - - - -	- 10 6	191 12 6	1,916 5 -		
14					2,865 5 -	3,723 - -
1	Commander, late Staff Commander (under Orders in Council of 28 February 1855, 22 February 1860, 26 June 1867) - -	- 17 6	319 7 6	319 7 6		
2	Ditto - ditto - - - - -	- 15 6	282 17 6	565 15 -		
2	Ditto - ditto - - - - -	- 15 -	273 15 -	547 10 -		
1	Ditto - ditto - - - - -	- 13 -	237 5 -	237 5 -		
6					1,669 17 6	1,122 7 6
1	Lieutenant (under Order in Council, 1 August 1860) - - -	- 7 3	132 6 3	132 6 3		
3	Ditto	- 5 -	91 5 -	273 15 -		
4					406 1 3	515 11 3
1	Lieutenant (in Holy Orders) - - -	- 5 -	91 5 -	91 5 -	91 5 -	91 5 -
48	Chaplains - - - - - - -	From 17 - to - 5 -	319 7 6 to 91 5 -	6,875 15 -	6,875 15 -	5,862 16 3
8	Inspectors General of Hospitals and Fleets -	From 1 17 6 to - 19 9	684 7 6 to 360 8 9	4,512 6 3	4,512 6 3	4,512 12 6
32	Deputy Inspectors General of Hospitals and Fleets - - - - - - - -	From 1 1 - to - 13 -	383 5 - to 237 5 -	10,721 17 6	10,721 17 6	11,479 5 -
1	Surgeon - - - - - - - -	- 10 -	182 10 -	182 10 -		
3	Ditto - - - - - - - -	- 3 -	54 15 -	164 5 -		
4					346 15 -	584 - -
147	Staff Surgeons and Surgeons (Unfit for further Service) - - - - - - -	From 18 6 to - 5 -	337 12 6 to 91 5 -	27,210 15 -	27,210 15 -	27,438 17 6
30	Assistant Surgeons - - - - -	From 10 - to - 3 -	182 10 - to 54 15 -	3,485 15 -	3,485 15 -	3,011 5 -
16	Naval Instructors - - - - -	From 10 - to - 3 -	182 10 - to 54 15 -	2,117 - -	2,117 - -	2,117 - -
1	Paymaster-in-Chief (under Order in Council, 9 July 1864) - - - -	- 17 -	310 5 -	310 5 -		
12	Paymasters-in-Chief (under Orders in Council, 5 April 1852, and 9 July 1864) -	- 14 -	255 10 -	3,066 - -		
13					3,376 5 -	3,631 15 -
111	Paymasters (under Order in Council, 1852)	From 14 - to - 5 -	255 10 - to 91 5 -	16,999 17 6	16,999 17 6	17,766 7 6
11	Paymasters (pensioned from Civil Employment) - - - - - - - -	From 17 - to - 6 -	310 5 - to 109 10 -	1,733 15 -	1,733 15 -	1,514 15 -
1	Chief Inspector of Machinery - - -	- 15 6	282 17 6	282 17 6	282 17 6	282 17 6
25	Chief Engineers - - - - - -	From 13 - to - 5 -	237 5 - to 91 5 -	3,942 - -	3,942 - -	2,865 5 -
1,656	- - - - - - Total Retired List of Naval Officers - - - £.				346,490 - -	353,553 - -

Vote 15.—Half Pay, Reserved Half Pay, and Retirement to Officers of the Navy and Royal Marines—*continued.*

Number on Jan. 1870.	RANK.	Rate of Half-pay or Retirement. Daily.	Rate of Half-pay or Retirement. Annual.	TOTAL of each Class. (365 Days.)	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	Retired List—*continued.*					
	Marine Officers:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
	General Officers on the Fixed Establishment, not being Colonels of Divisions.					
	Artillery:					
1	Lieutenant-General	2 – –	730 – –	730 – –		
1	Major-General	2 – –	730 – –	730 – –		
	Light Infantry:					
1	General	1 18 6	702 12 6	702 12 6		
5	Major-Generals	1 18 6	702 12 6	3,513 2 6		
8					5,675 15 –	5,675 15 –
	Retired Full Pay:					
1	Lieutenant-General	2 5 –	821 5 –	851 5 –		
2	Major-Generals	2 – –	730 – –	1,460 – –		
15	Ditto	1 18 6	702 12 6	10,539 7 6		
1	Ditto	– – –	400 – –	400 – –		
4	Ditto	1 5 –	456 5 –	1,825 – –		
1	Ditto	1 – –	365 – –	365 – –		
3	Lieutenant-Colonels	– – –	400 – –	1,200 – –		
5	Ditto	1 – –	365 – –	1,825 – –		
16	Ditto	– 17 –	310 5 –	4,964 – –		
2	Captains	– 16 –	292 – –	584 – –		
9	Ditto	– 13 7	247 17 11	2,231 – –		
1	Ditto	– 12 1	220 10 5	220 10 5		
29	Ditto	– 11 7	211 7 11	6,130 9 7		
4	Ditto	– 10 6	191 12 6	766 – –		
2	Lieutenants	– 7 6	136 17 6	273 15 –		
95					33,605 7 6	30,620 10 10
	Reserved and Retired Half Pay:					
1	Colonel	– 14 6	264 12 6	264 12 6		
1	Lieutenant-Colonel	– 17 6	319 7 6	319 7 6		
1	Ditto	– 11 8	212 18 4	212 18 4		
1	Ditto	– 11 –	200 15 –	200 15 –		
2	Ditto	– 9 6	173 7 6	346 15 –		
1	Ditto	– 7 4	133 16 8	133 16 8		
1	Major	– 15 –	273 15 –	273 15 –		
2	Ditto	– 8 4	152 1 8	304 3 4		
1	Ditto	– 8 –	146 – –	146 – –		
1	Ditto	– 7 4	133 16 8	133 16 8		
2	Ditto	– 7 –	127 15 –	255 10 –		
10	Captains	– 7 4	133 16 8	1,338 6 8		
53	Ditto (one of these in Holy Orders)	– 7 –	127 15 –	6,770 15 –		
4	Second Captains	– 7 4	133 16 8	535 6 8		
13	Ditto	– 7 –	127 15 –	1,660 15 –		
5	Quartermasters (under Order in Council of 25 June 1857)	– 10 –	182 10 –	912 10 –		
6	Lieutenants	– 4 8	85 3 4	511 – –		
40	Ditto	– 4 6	82 2 6	3,285 – –		
4	Ditto	– 4 2	76 – 10	304 3 4		
18	Ditto	– 4 –	73 – –	1,314 – –		
1	Ditto	– 3 2	57 15 10	57 15 10		
29	Ditto (one of these in Holy Orders)	– 3 –	54 15 –	1,587 15 –		
197					20,868 17 6	14,767 5 10
	Increased amount required last year in consequence of the re-distribution of the Corps of Royal Marines	– –	– –	– – –	– – –	9,152 8 4
300	Total Retired List of Marine Officers			£.	60,150 – –	60,216 – –

On Half Pay. 1 Jan. 1869.	On Half Pay. 1 Jan. 1870.	ABSTRACT.	REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £. s. d.
1,194	1,342	ACTIVE LIST of NAVAL OFFICERS	257,138 – –	230,116 – –
316	299	RESERVED LIST of – – Ditto	72,904 – –	79,346 – –
1,716	1,656	RETIRED LIST of – – Ditto	346,490 – –	353,553 – –
318	300	Ditto – – – of MARINE OFFICERS	60,150 – –	60,216 – –
3,544	3,597	Total – – £.	736,682 – –	723,231 – –
		Add— Increased Amount required to meet the improvement in Half Pay and the Retirements under New Order in Council	45,418 – –	–
		£.	782,100 – –	723,231 – –

Vote 16.

MILITARY AND CIVIL PENSIONS AND ALLOWANCES.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the Expense of Military and Civil Pensions and Allowances.

Section 1.—Six Hundred and Thirty-five Thousand Six Hundred and Sixty-six Pounds.
Section 2.—Two Hundred and Eighty-seven Thousand One Hundred and Thirty-four Pounds.

II. Sub-Heads under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.	
SECTION 1.—MILITARY PENSIONS.	£.	£.	£.	£.	
A.—PENSIONS FOR GOOD AND MERITORIOUS SERVICES	6,350	6,150	200	—	
B.— DITTO FOR CONSPICUOUS BRAVERY	190	190	—	—	
C.—FLAG OFFICERS' RETIRED SERVICE PENSIONS	1,200	1,350	—	150	
D.—PENSIONS TO COMMISSIONED AND WARRANT OFFICERS	78,163	38,348	39,815	—	
E.— DITTO - TO WIDOWS AND RELATIVES OF OFFICERS SLAIN, &c.	11,422	10,947	475	—	
F.— DITTO - WIDOWS OF NAVAL OFFICERS	144,821	152,778	—	7,957	
G.— DITTO - - DITTO MARINE OFFICERS	9,929	10,688	—	759	
H.—COMPASSIONATE LIST	15,500	15,500	—	—	
I.—COMPENSATION ALLOWANCES TO LIEUTENANTS, LATE OF NAVAL HOSPITALS, ON LOSS OF APPOINTMENTS	500	- -	500	—	
K.—PENSIONS TO OLD AND DISABLED COMMISSIONED OFFICERS	5,025	5,025	—	—	
L.— DITTO - AND GRATUITIES TO SEAMEN AND MARINES	362,566	328,752	33,814	—	Actual Expenditure in 1868-9. — £. 545,685
£.	635,666	569,728	74,804	8,866	
			Net Increase	£. 65,938	
SECTION 2.—CIVIL PENSIONS.					
A.—PENSIONS, CIVIL, SALARIED OFFICERS	119,893	87,987	31,906	—	
B.— DITTO - - ARTIFICERS, &c.	109,907	89,162	20,745	—	
C.— DITTO - - COAST GUARD	55,822	44,552	11,270	—	
D.—CONTRIBUTION IN AID OF A PENSION FUND FOR THE METROPOLITAN POLICE, &c.	1,512	865	647	—	Actual Expenditure in 1868-9. — £. 209,401
£.	287,134	222,566	64,568	—	
			Increase	£. 64,568	

VOTE 16.—MILITARY AND CIVIL PENSIONS AND ALLOWANCES—*continued.*

III. DETAILS of the foregoing.

(SECTION 1)—MILITARY PENSIONS AND ALLOWANCES.

	ESTIMATES on which the Services are stated.	REQUIRED for the Service of the Year 1870/71. £. s. d.	LAST VOTE for the Financial Year 1869/70. £. s. d.
A.—PENSIONS FOR GOOD AND MERITORIOUS SERVICES.			
Granted in pursuance of an Order in Council, dated 12th July 1837, founded on the Recommendation contained in the Report of the Select Committee of the House of Commons on Army and Navy Appointments, dated 12th August 1833.			
FLAG OFFICERS.			
Admiral Sir George R. Sartorius, K. C. B.	1863-64 - p. 69	- - -	300 - -
Sir Houston Stewart, G. C. B.	1864-65 - p. 76	- - -	300 - -
Sir William F. Martin, Bart., K. C. B.	1864-65 - p. 77	300 - -	300 - -
Sir P. W. P. Wallis, K. C. B.	1865-66 - p. 86	- - -	300 - -
Sir W. J. Hope Johnstone, K. C. B.	1867-68 p. 111	300 - -	300 - -
Sir Michael Seymour, G. C. B.	1868-69 p. 124	300 - -	300 - -
Sir Robert L. Baynes, K. C. B.	1869-70 p. 124	- - -	300 - -
CAPTAINS.			
Captain Edward Augustus Inglefield, C.B.	1866-67 p. 111	- - -	150 - -
James Newburgh Strange	1866-67 p. 111	- - -	150 - -
William King Hall, C. B.	1867-68 p. 111	- - -	150 - -
Thomas Wilson, C. B.	1866-67 p. 111	- - -	150 - -
James F. B. Wainwright	1867-68 p. 112	- - -	150 - -
James Charles Prevost	1867-68 p. 112	- - -	150 - -
Sir Wm. S. Wiseman, Bart., K. C. B.	1867-68 p. 112	- - -	150 - -
James A. Paynter	1867-68 p. 113	- - -	150 - -
Arthur Cumming, C.B.	1867-68 p. 113	150 - -	150 - -
Edward Tatham, C.B.	1867-68 p. 114	150 - -	150 - -
Henry Charles Otter, C.B.	1867-68 p. 114	150 - -	150 - -
John B. Dickson	1867-68 p. 114	150 - -	150 - -
George G. Randolph	1868-69 p. 124	150 - -	150 - -
Thomas Abel B. Spratt, C. B.	1868-69 p. 125	150 - -	150 - -
George Wodehouse	1868-69 p. 125	150 - -	150 - -
Charles Joseph F. Ewart, C.B.	1868-69 p. 125	150 - -	150 - -
John Borlase, C. B.	1868-69 p. 126	150 - -	150 - -
Richard Ashmore Powell, C. B.	1868-69 p. 124	150 - -	150 - -
George William Preedy, C. B.	1868-69 p. 126	150 - -	150 - -
The Hon. A. A. Cochrane, C.B.	1869-70 p. 124	150 - -	150 - -
Robert Coote	1869-70 p. 124	150 - -	150 - -
MARINE OFFICERS.			
General Hy. Ivatt Delacombe, C.B.	1868-69 p. 127	300 - -	300 - -
Colonel William S. Aslett	1868-69 p. 127	150 - -	150 - -
William Grigor Suther, C. B.	1868-69 p. 127	150 - -	150 - -
MEDICAL OFFICERS.			
Inspector General Sir Wm. Rae, Kt., C. B., M. D.	1863-64 - p. 74	100 - -	100 - -
John Wilson, M. D.	1863-64 - p. 74	100 - -	100 - -
Alexander Nisbet, M. D.	1866-67 p. 112	100 - -	100 - -
Carried forward - - - £.		2,750 - -	6,150 - -

VOTE 16 (SECTION 1).—MILITARY PENSIONS AND ALLOWANCES—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
A.—PENSIONS FOR GOOD AND MERITORIOUS SERVICES—*continued.*	£. s. d.	£. s. d.
Brought forward - - -	3,750 – –	6,150 – –
Pensions Granted within the Year:		
FLAG OFFICER.		
Admiral the Honourable Sir FREDERICK WILLIAM GREY, G.C.B. - - -	300 – –	

Entered the Service - - - - -	18 January	1819
Lieutenant - - - - - -	7 April -	1825
Commander - - - - - -	17 April -	1827
Captain - - - - - -	19 April -	1828
Rear-Admiral - - - - -	22 January	1855
Vice-Admiral - - - - -	5 August -	1861
Admiral - - - - - -	2 May -	1865

Present, as a midshipman, at the destruction of a Spanish brig at Bona.

Commanded the "Endymion," during the China War of 1842, and was present at the storming of Ching-Kiang Fow, and at Wosung; received the C.B. at the close of the war.

Was Commodore of the 2nd Class in the "Hannibal," in the Baltic, from May 1854 to September 1854.

Commodore of the 1st Class, and subsequently Rear-Admiral in command in the Bosphorus, during the war with Russia, 1855 and 1856.

Held the appointment of Commander-in-Chief at the Cape of Good Hope, between April 1857 and September 1860.

Was a member of the Board of Admiralty from 1861 to 1866.

Has been actively employed as a Commissioned Officer for 17 years.

Admiral Sir CHARLES TALBOT, K.C.B. - - - - - - - - -	300 – –	
Entered Service - - - - -	19 August -	1815
Lieutenant - - - - - -	7 January	1823
Commander - - - - - -	30 April -	1827
Captain - - - - - -	25 November	1830
Rear-Admiral - - - - -	28 December	1855
Vice-Admiral - - - - -	22 November	1862
Admiral - - - - - -	2 April -	1866

18 August 1845.—Commanded an attack on Sooloo pirates, and was commended for gallantry and conduct.

Commodore 2nd Class on Cape Station from 14 July 1852 to 27 May 1854.

Senior officer on coast of Ireland from December 1858 to December 1861.

Commander-in-Chief at the Nore from 1 March 1864 to 6 April 1866.

Vice-Admiral Sir LEWIS TOBIAS JONES, K.C.B. - - - - - - -	300 – –	
Entered the Service - - - -	1 January	1808
Lieutenant - - - - - -	29 August	1822
Commander - - - - - -	23 June -	1838
Captain - - - - - -	4 November	1840
Rear-Admiral - - - - -	17 June -	1859
Vice-Admiral - - - - -	2 December	1865

Was a midshipman on board the "Thrasher" in the Walcheren expedition. Received a wound at the battle of Algiers, when serving in the "Granicus."

Served in the North Sea, in the West Indies, Newfoundland, and in the Mediterranean. Landed with the Anglo-Turkish Battalion at D'Journi; and served on shore in 1840.

Was promoted for his services at St. Jean d'Acre, during the Syrian war in 1840. Commanded the successful attack at Lagos in 1851; and served with distinction in the Crimean war, in command of the "Sampson," especially at Sebastopol, in October 1854.

Was appointed second in command in China from 1859 to 1861, and was gazetted with praise, 6 November 1860, for his service at the capture of the Pei Ho Forts.

From 1862 to 1865 was Senior Officer at Cork.

Has been actively employed as a Commissioned Officer upwards of 31 years.

Carried forward - - - £.	4,650 – –	6,150 – –

VOTE 16 (SECTION 1).—MILITARY PENSIONS AND ALLOWANCES—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
A.—PENSIONS FOR GOOD AND MERITORIOUS SERVICES—*continued.*	£. s. d.	£. s. d.
Brought forward - - -	4,650 - -	6,150 - -
Pensions Granted within the Year—*continued.*		
FLAG OFFICER.		
Admiral Sir ROBERT SMART, K.C.B., K.H. - - - - - - - - -	300 - -	
Entered the Service - - - - 20 October 1810 Lieutenant - - - - - 11 September 1820 Commander - - - - - 21 April - 1828 Captain - - - - - - 10 January 1837 Rear Admiral - - - - - 9 July - 1857 Vice Admiral - - - - - 15 December 1863 Admiral - - - - - - 15 January 1868		
Served as midshipman at the bombardment of Algiers in 1816 ; was Lieutenant of the "Cambrian," at the battle of Navarino, in 1827. Commanded the Channel Squadron from January 1861 to April 1863, and from that period until April 1866 was Commander in Chief on the Mediterranean Station. Received the thanks of Foreign Office for conduct during revolt in Tunis, 1864. Has been actively employed as a Commissioned Officer for 26 years.		
CAPTAINS.		
Captain HENRY SCHANKS HILLYAR, C.B. - - - - - - - - -	150 - -	
Entered the Service - - - - 24 December 1831 Lieutenant - - - - - 23 December 1842 Commander - - - - - 25 February 1853 Captain - - - - - - 13 November 1854		
19 August 1845.—Commanded "Wolverene's" pinnace, at destruction of piratical settlement of Malloodo, under Captain Charles Talbot. Gazetted and promoted to Commander for services in Burmese War, 1852–1853. Rear Admiral Sir E. Lyons reported his valuable services in the trenches before Sevastopol. Appointed to "Royal Oak" (Mediterranean) 14 December 1867. Still serving.		
Captain GEORGE HANCOCK - - - - - - - - - - - -	150 - -	
Entered the Service - - - 3 March - 1834 Lieutenant - - - - - 1 July - 1844 Commander - - - - - 24 January - 1850 Captain - - - - - 19 January - 1855 (Specially promoted.)		
Obtained his Lieutenant's commission for having passed the best examination at the Royal Naval College. 23 October 1849.—Praised for courage displayed in an attack made by boats of Her Majesty's ship "Teazer," on pirates in China, while a Lieutenant. 26 April 1854.—While a commander, highly praised by Board for the able manner in which he conducted the Survey of the Isthmus of Darien.		
Captain REGINALD JOHN JAMES GEORGE MACDONALD - - - - -	150 - -	
Entered the Service - - - - 11 May - 1833 Lieutenant - - - - - 14 December 1842 Commander - - - - - 20 January 1848 (Specially promoted.) Captain - - - - - - 19 October 1854		
Commended by Board for conduct in capturing a slave schooner, 26 July 1854.		
Carried forward - - - £.	5,400 - -	6,150 - -

VOTE 16 (SECTION 1).—MILITARY PENSIONS AND ALLOWANCES—*continued.*

	REQUIRED for the Services of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
A.—PENSIONS FOR GOOD AND MERITORIOUS SERVICES—*continued.*		
Pensions Granted within the Year—*continued.*	£. s. d.	£. s. d.
Brought forward	5,400 – –	6,150 – –
Captain EDWARD PELHAM BRENTON VON DONOP	150 – –	
Entered Service 3 June 1827 Lieutenant 28 June 1838 Commander 10 January 1848 Captain 29 September 1855 (Specially promoted.)		
Displayed great gallantry at an attack on a native fortress on one of the Friendly Isles, 24 June 1840; and also at an attack on Arab defences in Mozambique, 25 November 1847.		
Captain JOHN MONTAGUE HAYES, C.B.	150 – –	
Entered Navy 20 March 1829 Lieutenant 21 October 1837 Commander 8 October 1851 Captain 9 July 1835		
Assisted at capture of Aden in 1838, while Lieutenant of "Cruizer." Was present at capture of Chusan and blockade of Ningpo in 1840. Commanded a boat in the attack of the forts at Canton. 25 August 1841.—Was present, as acting commander of "Cruizer," at capture of Amoy. October 1841.—Was present at recapture of Chusan. 18 November 1864.—Gazetted, with high praise, for services at an attack on batteries at Simous Siki, having commanded a division.		
Captain SHERARD OSBORN, C.B.	150 – –	
Entered the Service 30 September 1837 Lieutenant 4 May 1846 Commander 30 October 1852 Captain 18 August 1855 (Specially promoted.)		
Present at reduction of Canton, while a midshipman, in 1841. Gazetted as being present at capture of batteries of Wosung, 16 June 1842. 2 October 1847.—Highly commended for conduct during a storm. Served as Lieutenant of "Resolute" (for service in "Pioneer") in Arctic Search Expedition, under Captain Austin, C.B., from March 1850 to 11 October 1851; and in "Assistance" (for service in "Pioneer"), under Sir E. Belcher, in the second expedition from March 1852 to 20 October 1854. 13 June 1855 and 4 August 1855.—Gazetted with praise for services in Sea of Azof. Gazetted with high praise for services in Crimea, 1 November 1855 and 8 December 1855. Highly commended for judicious conduct while in command of "Furious," 26 November 1857 and 4 January 1859. Gazetted with praise for services in China, 26 February 1858 and 28 July 1858.		
Captain EDWARD WESTLEY VANSITTART, C.B.	150 – –	
Entered the Service 3 June 1831 Lieutenant 16 September 1842 Commander 23 October 1849 Captain 9 January 1856		
Was promoted to rank of Lieutenant for his conduct during operations on the Coast of China, while in "Cornwallis" in 1842. Served on the East India and Mediterranean Stations; gazetted with high praise for services against pirates in 1856, and especially promoted to the rank of Captain.		
Carried forward £.	6,000 – –	6,150 – –

VOTE 16 (SECTION 1).—MILITARY PENSIONS AND ALLOWANCES—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
A.—PENSIONS FOR GOOD AND MERITORIOUS SERVICES—*continued.*	£. s. d.	£. s. d.
Brought forward - - -	6,000 - -	6,150 - -
Pensions Granted within the Year—*continued*:		
CAPTAINS—*continued.*		
Captain MATTHEW STAINTON NOLLETH - - - - - - - -	150 - -	
Entered the Service - - - - 27 August - 1824 Lieutenant - - - - - - 28 June - 1838 Commander - - - - - 12 March - 1846 Captain - - - - - - 21 February 1856		
Participated in the operations of 1842, in the Yang-tse-Kiang. Served on the Coast of Africa, China, and South American Stations. The Hydrographer makes notice of the great benefits conferred to navigation by his labours in that service.		
MEDICAL OFFICERS.		
Inspector General of Hospitals and Fleets, Sir DAVID DEAS, K.C.B., M.D. - -	100 - -	
Assistant Surgeon - - - - 7 June - 1828 Surgeon - - - - - 2 July - 1836 Deputy Inspector General - - 24 June - 1854 Inspector General - - - - 1 March - 1855		
Served as Senior Medical Officer, first as Deputy Inspector General, and subsequently as Inspector General of the Fleet engaged in the Black Sea during the war with Russia from 1854 to 1856. He served as Inspector General of the Fleet during the operations in China, from 1857 to 1859, in the Gulf of Pecheli, and in all the principal operations during this period. Has been employed about thirty-five years in other parts of the world.		
Inspector General of Hospitals and Fleets, Dr. GEORGE BURN, C.B. - -	100 - -	
Assistant Surgeon - - - - 21 April - 1829 Surgeon - - - - - 28 May - 1840 Deputy Inspector General - - 7 April - 1856 Inspector General - - - - 17 September 1858		
This officer served as Deputy Inspector General of the "Minden" Hospital Ship, at Hong Kong, during the late war with China, from the commencement of hostilities in October 1856, to September 1858, when he was promoted to the rank of Inspector General. Has been employed about thirty-eight years in other parts of the world.		
Inspector General of Hospitals and Fleets, JOHN GRANT STEWART, M.D., C.B. Honorary Surgeon to Her Majesty - - - - - - - - -	—	
Assistant Surgeon - - - - 5 April - 1825 Surgeon - - - - - 11 September 1829 Deputy Inspector General - - 26 June - 1861		
In 1829, whilst serving with the Marines at Fernando Po, when malignant fever prevailed, was the only survivor out of eleven medical officers on shore and attached to ships at that place. Was promoted to the rank of Deputy Inspector General for his services during the prevalence of yellow fever on board the "Eclair," of which ship he volunteered to take medical charge on her return from the coast of Africa. He was Principal Medical Officer of Malta Hospital during the Crimean War. Was employed about thirty-six years. Dr. Stewart died on the 17th December 1869.		
£.	6,350 - -	6,150 - -

VOTE 16. (SECTION 1)—MILITARY PENSIONS AND ALLOWANCES—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869–70.
B.—PENSIONS FOR CONSPICUOUS BRAVERY:	£. s. d.	£. s. d.
The Pensions to Warrant and Petty Officers, Seamen, and Marines, who have received the Decoration of the "Victoria Cross" for the Merit of Conspicuous Bravery, for the year 1869–70, amounted to	190 – –	190 – –
Number on Pension, 19.	190 – –	190 – –
The names of the Pensioners were given on the Navy Estimates for the years 1858–59 p. 99; 1862–63 84; 1863–64 75; 1864–65 p. 82; 1865–66 90; 1866–67 113		
C.—FLAG OFFICERS' RETIRED SERVICE PENSIONS:		
Flag Officers on Reserved Half-pay in receipt of Retired Service Pensions, granted in pursuance of Her Majesty's Order in Council, 25 June 1851, viz.:		
Admiral Sir Henry Prescott, G.C.B.	150 – –	150 – –
„ Sir Edward Collier, K.C.B.	150 – –	150 – –
„ William Walpole	150 – –	150 – –
„ Sir George Robert Lambert, G.C.B.	– – –	150 – –
„ Thomas Bennett	150 – –	150 – –
„ Henry Smith, C.B.	150 – –	150 – –
„ Michael Quin	150 – –	150 – –
Vice Admiral John Jervis Tucker	150 – –	150 – –
„ Frederick Bullock	150 – –	150 – –
£.	1,200 – –	1,350 – –
D.—PENSIONS TO COMMISSIONED AND WARRANT OFFICERS:		
For Pensions to Commissioned and Warrant Officers, &c., as voted in the Estimates for 1869–70, amounted to	38,348 – –	38,348 – –
Abate,—Amount of Pensions ceased between 1st December 1868 and 30th November 1869	3,249 5 11	
£.	35,098 14 1	
Add,—Pensions granted between 1st December 1868 and 30th November 1869, viz.:		
To Navigating Sub-Lieutenant Frederic Wm. Jarrard, R.N., for injuries	36 10 –	
To sixteen Engineers, six Gunners, fourteen Boatswains, and nine Carpenters, varying from 21 *l.* a year to 110 *l.* a year	3,059 10 –	
Add,—To provide for the following Pensions: £.	38,194 14 1	38,348 – –
Engineers 148 at 100 *l.* £. 14,800		
Ditto 1st Class 20 „ 80 *l.* 1,600		
Ditto 2nd Class 12 „ 65 *l.* 780 — £. 17,180		
Chief Warrant Officers 15 „ 156 *l.* 2,250		
1st Class 154 „ 112 *l.* 10 *s.* 17,325		
2nd Class 42 „ 76 *l.* 10 *s.* 3,213 — 22,788	39,968 – –	
£.	78,163 – –	38,348 – –

Number of Pensioners of each Class paid out of the above sum:

Commissioned Officers.	Captains	9	
	Commanders	11	
	Lieutenants	38	
	Staff Commanders	2	
	Navigating Lieutenants (late Masters)	6	
	Navigating Sub-Lieutenants (late Second Masters)	5	
	Sub-Lieut. and Mates	2	
	Chaplain	1	
	Surgeons	2	
	Paymasters	2	
Royal Marines.	Captains	3	
	Lieutenants	9	
Warrant Officers.	Gunners	117	
	Boatswains	120	
	Carpenters	114	
	Engineers	67	
	Naval Cadets	2	
	Clerk	1	
Coast Guard.	2nd Class Chief Officers	2	
	Cooks	31	
	TOTAL	544	

VOTE 16. (SECTION 1)—MILITARY PENSIONS AND ALLOWANCES—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
E.—PENSIONS TO WIDOWS AND RELATIVES OF OFFICERS SLAIN, &c.:	£. s. d.	£. s. d.
The Pensions to the Widows and Relatives of Officers Slain, Drowned, &c., as voted in the Estimates for 1869–70, amounted to	10,947 – –	10,947 – –
Abate,—Amount of Pensions ceased between 1st December 1868 and 30th November 1869	430 – –	
£.	10,517 – –	
Add,—Pensions granted between the 1st December 1868 and 30th November 1869, viz.:—		
Widow of Mr. C. W. Harris, Paymaster	100 – –	
Widow of Mr. Wm. Midlane, Gunner	30 – –	
Widow of Lieutenant F. W. Lewis	100 – –	
Widow of Lieutenant S. R. Huntley	100 – –	
Widow of Mr. Frederick King, Boatswain	30 – –	
Widow of Mr. W. H. T. Green, Master (in addition to Pension of 70 *l.* a year already granted)	30 – –	
Widow of Staff Commander George Williams	140 – –	
Sister of the late Commander Henry Foster, R.N., in addition to Pension of 35 *l.* already granted	35 – –	
Widow of Commander H. H. Knocker	140 – –	
Widow of Lieutenant W. H. Childers	100 – –	
Widow of Mr. Thomas E. Buckle, Engineer	50 – –	
Widow of Mr. John Smithers, Engineer	50 – –	
£.	11,422 – –	10,947 – –

Number of Pensioners of each Class paid out of the above sum:

To Widows, &c. of

Flag Officers	4	Paymasters	7
Captains	14	Captains, R. M.	4
Commanders	9	Inspectors of Steam Machinery	2
Lieutenants	19	Engineers (including Assistant Engineers)	26
Staff Commander	2	Warrant Officers	73
Navigating Lieutenants (late Masters)	13	Master of Transport	1
Navigating Sub-Lieutenants (late Second Masters)	3	Ice Masters	2
Chaplains	3	Pilots and others	12
Medical Officers	9	TOTAL	203

VOTE 16. (SECTION 1)—MILITARY PENSIONS AND ALLOWANCES—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year. 1869/70.
	£. s. d.	£. s. d.
F.—PENSIONS TO WIDOWS OF NAVAL OFFICERS:		
For Pensions to Widows of Flag Officers, Captains, Commanders, Staff Commanders, Secretaries, Lieutenants, Navigating Lieutenants, Navigating Sub-Lieutenants, Chaplains, Naval Instructors, Engineers, and Warrant Officers -	120,666 – –	128,157 – –
For Pensions to Widows of Medical Officers and Paymasters - - - -	24,155 – –	24,621 – –
£.	144,821 – –	152,778 – –

Number of Pensioners of each Class paid out of the above sum:

To Widows of -

Flag Officers	140	Chaplains	11
Captains	250	Naval Instructors	7
Commanders	476	Engineers and Assistant Engineers	49
Staff Commanders	28	Warrant Officers	632
Secretaries	6	Second Class Chief Officers of the Coast-guard	3
Lieutenants	542	Medical Officers	296
Navigating Lieutenants (late Masters)	183	Paymasters	229
Navigating Sub-Lieutenants (late Second Masters)	2	TOTAL	2,854

G.—PENSIONS TO WIDOWS OF MARINE OFFICERS:			
Pensions to the Widows of General Officers, Colonels, Lieutenant-Colonels, Captains, Lieutenants, Surgeons, and Assistant Surgeons - - - - -	9,929 – –	10,688 – –	

Number of Pensioners of each Class paid out of the above sum:

To Widows of -

General Officers	9	Lieutenants	91
Colonels	8	Assistant Surgeons	5
Lieut.-Colonels	12	TOTAL	197
Captains	72		

H.—COMPASSIONATE LIST:		
Allowances to the Children of Naval and Marine Officers who may be placed on the Compassionate List - - - - - - - - - - - £.	15,500 – –	15,500 –
I.—Compensation Allowances to Lieutenants, late of Naval Hospitals, on loss of Appointments - - - - - - - - - - - £.	500 – –	—

VOTE 16. (SECTION 1)—MILITARY PENSIONS AND ALLOWANCES—*continued.*

	REQUIRED for the Service of the Year 1870/71.	LAST VOTE for the Financial Year 1869/70.
	£. s. d.	£. s. d.
K.—PENSIONS TO OLD AND DISABLED COMMISSIONED OFFICERS:		
(Originally paid out of the Funds of Greenwich Hospital, under Act 46 Geo. 3, cap. 100, sec. 1. (1806).		
Pensions to Commissioned Officers on account of Age, Infirmity, or Wounds, and not provided for in Greenwich Hospital, viz.:—		
£. s. d.		
10 Captains, at 80 *l.* a year each - - - - - 800 – –		
15 Commanders, at 65 *l.* ditto - - - - - - 975 – –		
50 Lieutenants, at 50 *l.* ditto - - - - - - 2,500 – –		
	4,275 – –	4,275 – –
15 Staff Commanders and Masters, at 50 *l.* each a year - - - (Under Order in Council, dated 11 June 1863.)	750 – –	750 – –
£.	5,025 – –	5,025 – –
L.—NAVAL PENSIONS AND GRATUITIES TO SEAMEN AND MARINES:		
For Pensions to Petty Officers, Seamen, and Marines, for Service or for Wounds or Hurts received in the Service, not provided for in Greenwich Hospital, varying from 4 *l.* to 62 *l.* 7 *s.* a year:—		
£. s. d.		
10,089 Petty Officers and Seamen - - - - 244,435 – –		
6,063 Marines - - - - - - - - - 107,381 – –		
	351,816 – –	318,002 – –
To provide for increased rates of Pensions; for new admissions on the list in place of Pensioners deceased; and for arrears to Pensioners serving afloat -	8,000 – –	8,000 – –
For long Service Medal Gratuities to Petty Officers on Pension; and for Gratuities to Seamen and Marines invalided from or injured in the Service, not entitled to Pension - - - - - - - - - - - - -	2,500 – –	2,500 – –
For Annuities to Serjeants of Marines for distinguished or meritorious Services, in addition to their Pensions - - - - - - - - - - -	250 – –	250 – –
£.	362,566 – –	328,752 – –

No. 16 (Section No. 2.)—CIVIL PENSIONS AND ALLOWANCES.

A.—PENSIONS, CIVIL; SALARIED OFFICERS. B.—PENSIONS, CIVIL; ARTIFICERS, &c.	REQUIRED for the Service of the Year 1870-71.	LAST VOTE for the Financial Year 1869-70.
	£.	£.
The Superannuations and Pensions granted to Persons formerly employed in the Civil Establishments of the Navy, as shown in the Estimates for 1869-70, amounting to - - - - - - - - - - - - -	177,149	177,149
Abate,—Amount of Pensions ceased between 1st December 1868 and the 30th November 1869 - - - - - - - - - - - -	12,622	
£.	164,527	

Add,—Pensions granted between 1st December 1868 and 30th November 1869.

ON SUPERANNUATION:

		SERVICES. Years.		SERVICES. Total.		PENSIONS.		
		Yrs.	Mths.	Yrs.	Mths.	£.	s.	d.
ADMIRALTY:								
Charles Bunker, Clerk (deceased) - - - -		-	-	12	10	45	–	–
John Grooves, Messenger - - - - - -		-	-	24	–	47	9	2
Nautical Almanac Office:								
R. Farley, Chief Assistant - - - - -		-	-	38	–	190	–	–
DOCKYARDS:								
Deptford:								
William Butler, Boatswain - - - - -		-	-	11	1	36	18	10
J. Gossage, Foreman of Storehouses	Day Pay -	10	9					
	On Salary	31	9					
				42	6	146	13	4
Woolwich:								
W. Ladd, Master Shipwright -	Day Pay -	11	3					
	On Salary	25	9					
				37	–	462	10	–
A. J. Lee, Clerk - - - - - - -		-	-	15	10	48	15	–
W. W. Clark, Inspector of Caulkers	Day Pay -	28	5					
	On Salary	8	11					
				37	4	77	1	8
Chatham:								
T. P. Baker, Chief Engineer and Inspector of Machinery - - - - - - - -		-	-	12	3	146	–	–
John Road, Timber Inspector -	Day Pay -	25	–					
	On Salary	12	11					
				37	11	253	6	8
G. Pearce, Converter of Timber - - - -		-	-	39	2	97	10	-
W. T. Rivers, Clerk of Works -	Day Pay -	15	1					
	On Salary	30	7					
				45	8	233	6	8
Sheerness:								
John Brown, Timber Inspector -	Day Pay -	1	7					
	On Salary	21	1					
				22	8	216	7	8
Carried forward - - - £.						2,000	19	–
						164,527		177,149

No. 16 (Section No. 2).—Civil Pensions and Allowances—*continued.*

A.—PENSIONS, CIVIL; SALARIED OFFICERS } *continued.*
B.—PENSIONS, CIVIL; ARTIFICERS, &c. -}

Pensions granted between 1st December 1868 and 30th November 1869—*continued.*

On Superannuation—*continued.*

	SERVICES.		PENSIONS.	REQUIRED for the Service of the Year 1870-71.	LAST VOTE for the Financial Year 1869-70.
	Years.	Total.		£.	£.
Dockyards—*continued.*	*Yrs. Mths.*	*Yrs. Mths.*	£. s. d.		
Brought forward - - - -	- -	- -	2,000 19 -	164,527	177,149
Portsmouth:					
Richard Venning, Foreman of Smiths - { Day Pay - 29 1 / On Salary 10 3 }		39 4	97 10 -		
William Seall, Inspector of Caulkers - { Day Pay - 28 11 / On Salary 8 1 }		37 0	77 1 8		
Edward Webb, Inspectors of Caulkers { Day Pay - 27 6 / On Salary 9 6 }		37 0	77 1 8		
Devonport:					
A. Eliott, Storekeeper - - - - - -	- -	46 1	600 - -		
J. W. Beck, Master Sailmaker - - { Day Pay - 21 8 / On Salary 10 9 }		32 5	106 13 4		
Pembroke:					
Robert Read, Clerk - - - - - - -	- -	21 5	73 6 8		
W. F. Williams, Inspector of Joiners - { Day Pay - 22 4 / On Salary 6 8 }		29 0	60 8 4		
VICTUALLING YARD:					
Royal William:					
Thomas Ingram, Clerk of Works - { Day Pay - 6 7 / On Salary 22 8 }		29 3	169 3 4		
Plymouth Hospital:					
John Grant, Agent and Steward - - - - -	- -	17 7	140 5 -		
630 Artificers, &c., at Pensions varying from 6 *l.* to 104 *l.* 17 *s.* 9 *d.* - - - - - - - }	- -	- -	17,751 11 -	21,154	
ON REDUCTION OF OFFICE:					
ADMIRALTY:					
The Honourable Robert Dundas, Storekeeper General of Navy - - - - - - - - - }	- -	42 6	1,072 10 -		
John Whiffin, Assistant Accountant General of Navy -	- -	44 5	900 - -		
Thomas Lloyd, C.B., Engineer in Chief - - - -	- -	50 0	900 - -		
W. D. Eden, Chief Clerk - - - - - - -	- -	37 8	592 11 1		
W. K. Fossett, Chief Clerk - - - - - -	- -	35 4	573 6 8		
J. H. N. Houghton, Clerk - - - - - - -	- -	39 6	645 - -		
Henry Wolley, Clerk - - - - - - - -	- -	41 4	765 - -		
Waller Clifton, Clerk - - - - - - -	- -	40 2	833 6 8		
H. F. Amedroz, Clerk - - - - - - -	- -	34 9	702 6 8		
C. E. Lang, Clerk - - - - - - - -	- -	40 3	573 6 8		
Charles Spence, Clerk - - - - - - -	- -	42 0	606 13 4		
Robert Atkinson, Clerk - - - - - - -	- -	39 5	501 13 4		
James Bowden, Clerk - - - - - - -	- -	39 5	501 13 4		
Joseph Nash, Clerk - - - - - - - -	- -	27 7	407 - -		
John Matson, Clerk - - - - - - - -	- -	37 8	473 - -		
Peter Robertson, Clerk - - - - - - -	- -	32 3	354 11 -		
A. S. Stuart, Clerk - - - - - - - -	- -	27 8	450 3 4		
Frederick Perigal, Clerk - - - - - - -	- -	41 7	680 - -		
Francis Graves, Clerk - - - - - - -	- -	28 8	411 13 4		
James Hewett, Clerk - - - - - - - -	- -	20 7	250 - -		
Spencer Pidcock, Clerk - - - - - - -	- -	20 2	210 - -		
William Dickson, Clerk - - - - - - -	- -	25 7	280 - -		
John Martin, Clerk - - - - - - - -	- -	39 2	394 13 4		
Joseph Saul, Clerk - - - - - - - -	- -	38 0	394 13 4		
Robert Thompson, Clerk - - - - - - -	- -	35 5	358 6 8		
Malcolm Goldsmith, Clerk - - - - - - -	- -	34 4	447 18 4		
W. H. Douglas, Clerk - - - - - - -	- -	32 3	350 - -		
Carried forward - - - £.			14,629 7 1	185,681	177,149

No. 16 (Section No. 2).—Civil Pensions and Allowances—*continued.*

A.—PENSIONS, CIVIL; SALARIED OFFICERS
B.—PENSIONS, CIVIL, ARTIFICERS, &c. - - } *continued.*

Pensions granted between 1st December 1868 and 30th November 1869—*continued.*

On Reduction of Office—*continued.*

	SERVICES. Years.	SERVICES. Total.	PENSIONS.	REQUIRED for the Service of the Year 1870–71.	LAST VOTE for the Financial Year 1869–70.
			£.	£.	£.
Admiralty—*continued.*	*Yrs. Mths.*	*Yrs. Mths.*	£. s. d.		
Brought forward - - - -	- -	- -	14,629 7 1	185,681	177,149
David Aitken, Clerk - - - - - -	- -	30 10	333 6 8		
S. W. Burton, Clerk - - - - - - -	- -	27 1	308 6 8		
G. J. T. Merry, Clerk - - - - - -	- -	29 2	325 – –		
W. H. Weddell, Clerk - - - - - -	- -	25 7	288 15 –		
Thomas Lomas, Clerk - - - - - -	- -	27 8	286 15 –		
C. J. Jones, Clerk - - - - - -	- -	21 3	217 – –		
C. H. Ross, Clerk - - - - - - -	- -	15 7	108 5 1		
Henry Toms, Clerk - - - - - - -	- -	15 5	126 10 –		
Richard Friend, Clerk - - - - - -	- -	28 0	316 13 4		
E. C. Cockcraft, Clerk - - - - - -	- -	24 2	283 6 8		
G. R. D. Norton, Clerk - - - - - -	- -	23 10	200 – –		
Matthew Paris, Clerk - - - - - -	- -	14 1	101 10 –		
J. V. Hampton, Clerk - - - - - -	- -	14 7	165 – –		
G. H. Hatton, Clerk - - - - - - -	- -	22 10	160 – –		
Hon. H. Brodrick, Clerk - - - - - -	- -	7 2	51 6 8		
G. C. Whish, Clerk - - - - - - -	- -	10 8	81 5 –		
R. B. Yorke, Clerk - - - - - - -	- -	4 0	9 3 4		
W. D. Piers, Clerk - - - - - - -	- -	26 8	202 10 –		
W. J. Murton (deceased) Clerk - - - - - -	- -	27 1	180 – –		
W. P. Lamont, Clerk - - - - - - -	- -	23 10	165 – –		
T. S. Robinson, Clerk - - - - - -	- -	9 5	34 – –		
H. M. Collisson, Clerk - - - - - -	- -	7 0	25 – –		
W. A. Waddilove, Clerk - - - - - -	- -	25 11	175 – –		
C. H. Sheffield, Clerk - - - - - -	- -	14 1	64 3 4		
T. T. Jones, Clerk - - - - - - -	- -	11 2	53 6 8		
J. L. Pattison, Clerk - - - - - - -	- -	10 0	43 15 –		
C. E. Pascoe, Clerk - - - - - - -	- -	9 6	27 – –		
J. D. Pigon, Clerk - - - - - - -	- -	16 2	105 8 4		
Allan Hinde, Clerk - - - - - - -	- -	5 0	15 – 6		
Eugene Sweny, Writer and Calculator - - - -	- -	22 3	253 6 8		
James Graff, Draughtsman - - - { Day Pay - 2 1; Salary - 35 1		37 2	465 16 8		
W. T. Hinde, Draughtsman - - - { Day Pay - 13 6; Salary - 24 6		38 0	340 8 4		
J. S. Holland, Draughtsman - - - { Day Pay - 3 6; Salary - 21 6		25 0	217 – –		
William Knott, Messenger - - - - - -	- -	31 10	103 15 8		
Royal Naval College:					
William Tuohy, Instructor of Sword Exercise -	- -	14 3	61 5 –		
DOCKYARDS:					
Deptford:					
E. J. Brietzche, Storekeeper and Cashier - -	- -	45 3	550 – –		
John Breaks, Accountant - - - - -	- -	23 9	283 6 8		
Peter Strickland, Timber Inspector - { Day Pay - 13 11; On Salary - 23 1		37 0	228 2 11		
John Easthope, Inspector of Stores - - -	- -	30 11	315 – –		
H. N. P. Walker, Clerk - - - - -	- -	23 2	214 – –		
James Punchard - - - { Day Pay - 3 0; On Salary - 25 5		28 5	185 4 2		
Richard Crockford, Schoolmaster - - -	- -	20 10	100 – –		
Charles Brown, Clerk of Works - { Day Pay - 1 1; On Salary - 24 10		25 11	150 15 –		
Carried forward - - - £.			22,549 15 5	185,681	177,149

No. 16 (Section No. 2).—Civil Pensions and Allowances—*continued.*

A.—PENSIONS, CIVIL; SALARIED OFFICER
B.—PENSIONS, CIVIL; ARTIFICERS, &c. } *continued.*

Pensions granted between 1st December 1868 and 30th November 1869—*continued.*

On Reduction of Office—*continued.*

	SERVICES.		PENSIONS.	REQUIRED for the Service of the Year 1870-71.	LAST VOTE for the Financial Year 1869-70.
	Years.	Total.		£.	£.
Dockyards, &c.—*continued.*	*Yrs. Mths.*	*Yrs. Mths.*	£. s. d.		
Brought forward	- -	- -	22,549 15 5	185,681	177,149
Woolwich:					
W. H. Henwood, Assistant to Master Shipwright — Day Pay	1 11				
— On Salary	19 1	21 0	241 2 2		
O. B. Piers, Storekeeper	- -	32 3	490 - -		
Robert Harwood, Cashier (deceased)	- -	25 7	218 15 -		
Rev. J. C. Conolly, Chaplain	- -	15 5	150 - -		
W. R. De Montmorency, Inspector of Stores	- -	26 0	180 - -		
Walter Scott, Clerk	- -	28 3	240 - -		
George Tucker, Foreman of Shipwrights	- -	28 7	154 3 4		
F. W. Lacey, Timber Converter — Day Pay	24 7				
— On Salary	12 3	36 10	100 - -		
R. T. Baker, Foreman of Smiths — Day Pay	21 7				
— On Salary	10 5	32 0	83 6 8		
William Rogers, Inspector of Shipwrights — Day Pay	11 0				
— On Salary	14 3	25 3	90 - -		
Joseph Prowse, Inspector of Shipwrights — Day Pay	8 9				
— On Salary	13 2	21 11	80 - -		
George Banister, Inspector of Shipwrights — Day Pay	16 9				
— On Salary	10 3	27 0	92 10 -		
George Campbell, Inspector of Shipwrights — Day Pay	18 8				
— On Salary	8 5	27 1	77 1 8		
G. E. Weekes, Draughtsman — Day Pay	18 2				
— On Salary	1 5	19 7	62 16 8		
George Backter, Foreman of Storehouses — Day Pay	6 11				
— On Salary	20 5	27 4	68 - -		
E. J. Miller, Clerk of Works	- -	28 7	221 13 4		
Michael McCormick, Clerk and Draughtsman — Day Pay	13 1				
— On Salary	10 5	23 6	138 13 4		
David Partridge, Assistant to Chief Engineer	- -	14 11	165 - -		
Andrew Purvis, Forman of Factory — Day Pay	11 5				
— On Salary	13 3	24 8	67 10 -		
Chatham:					
Thos. Balcomb, Clerk	- -	24 6	130 - -		
Frederick Armstrong Clerk,	- -	17 4	120 - -		
John Buswell, Clerk	- -	16 3	76 13 4		
Carried forward £.			25,797 - 11	185,681	177,149

No. 16. (Section No. 2.)—Civil Pensions and Allowances—*continued.*

A.—PENSIONS, CIVIL; SALARIED OFFICERS } *continued.*
B.—PENSIONS, CIVIL; ARTIFICERS, &c. - }

Pensions granted between 1st December 1868 and 30th November 1869—*continued.*

On Reduction of Office—*continued.*

	SERVICES.		PENSIONS.	REQUIRED for the Service of the Year 1870–71.	LAST VOTE for the Financial Year 1869–70.
	Years.	Total.		£.	£.
Dockyards, &c.—*continued.*	*Yrs. Mths.*	*Yrs. Mths.*	£. s. d.		
Brought forward - - - -	- -	- -	25,797 - 11	185,681	177,149
Chatham—*continued.*					
C. Bryant, Foreman of Ropemakers - { Day Pay -	25 4				
{ On Salary	7 2	32 6	133 6 8		
M. Axworthy, Layer in Rope Yard - { Day Pay -	18 11				
{ On Salary	4 5	23 4	55 - -		
Benjn. Trice, Leading Man of Store-houses - - - - - - { Day Pay -	13 5				
{ On Salary	13 0	26 5	66 13 4		
Portsmouth:					
H. F. Cradock, Master Shipwright - - -	- -	46 5	717 14 8		
John Watts, Timber Inspector - { Day Pay -	13 9				
{ On Salary	23 8	37 5	266 13 4		
James Helby, Clerk - - - - - - -	- -	33 1	322 10 -		
G. T. Skinner, Clerk - - - - - - -	- -	23 5	247 10 -		
Richard Thomas, Foreman of Boiler-makers - - - - - - { Day Pay -	6 7				
{ On Salary	21 9	28 4	90 - -		
Henry Allen, Inspector of Joiners - { Day Pay -	22 1				
{ On Salary	7 2	29 3	68 15 -		
W. J. Hay, Admiralty Chemist - - - -	- -	23 6	269 3 4		
Devonport:					
F. Lobb, Timber Inspector - - { Day Pay -	18 2				
{ On Salary	14 7	32 9	266 13 4		
H. B. Triscott, Clerk - - - - - - -	- -	26 3	270 - -		
Joseph Brown, Clerk - - - { Day Pay -	15 4				
{ On Salary	28 11	44 3	215 - -		
John Brimson, Clerk - - - - - - -	- -	14 7	77 - -		
W. Eastcott, Foreman of Ropemakers { Day Pay -	20 9				
{ On Salary	12 0	32 9	126 13 4		
William Barker, Layer at Ropery - { Day Pay -	7 5				
{ On Salary	9 6	16 11	66 13 4		
Richard Townsend, Superintending Civil Engineer	- -	29 2	364 11 8		
F. A. Thring, Clerk and Accountant - { Day Pay -	10 5				
{ On Salary	14 1	24 6	170 - -		
Charles Bailey, Foreman of Works { Day Pay -	4 2				
{ On Salary	10 1	14 3	57 - -		
T. W. Miller, Chief Engineer and Inspector of Machinery - - - - - - - - -	- -	23 2	300 - -		
T. G. Wells, Temporary Clerk and Accountant - - - - - { Day Pay -	3 4				
{ On Salary	12 7	15 11	44 - -		
Carried forward - - - £.			29,991 18 11	185,681	177,149

No. 16. (Section No. 2)—Civil Pensions and Allowances—*continued.*

A.—PENSIONS, CIVIL; SALARIED OFFICERS } *continued.*
B.—PENSIONS, CIVIL; ARTIFICERS, &c. }

Pensions granted between 1st December 1868 and 30th November 1869—*continued.*

On Reduction of Office—*continued.*

	SERVICES.		PENSIONS.	REQUIRED for the Service of the Year 1870-71.	LAST VOTE for the Financial Year 1869-70.
	Years.	Total.		£.	£.
Dockyards, &c.—*continued.*	*Yrs. Mths.*	*Yrs. Mths.*	£. s. d.		
Brought forward	- -	- -	29,991 18 11	185,681	177,149
Pembroke:					
T. Scott, Timber Inspector and Inspector of Stores - Day Pay	21 1				
On Salary	15 11	37 0	233 6 8		
J. J. Fincham, Master Shipwright - Day Pay	2 -				
On Salary	31 8	33 8	473 6 8		
F. W. Cherry, Clerk	- -	8 0	22 - -		
Malta:					
H. Deverill, Foreman of Engine Smiths Day Pay	22 11				
On Salary	5 6	28 5	118 4 5		
Bermuda:					
J. F. Sturgess, Clerk	- -	11 4	49 16 8		
VICTUALLING YARDS.					
Royal Victoria:					
E. W. S. Basden, Clerk	- -	26 0	262 10 -		
C. H. Pinhorn	- -	17 3	108 - -		
Henry Reynolds	- -	25 0	175 - -		
			31,434 3 4		
100 Artificers, &c., at Pensions varying from 10 *l.* 8 *s.* 8 *d.* to 90 *l.* 8 *s.* 3 *d.*	- -	- -	2,684 16 8	34,119	
Added for Officers, Artificers, &c., Pensioned on Reductions now being made in Civil Establishments				10,000	
Total - - - £.				229,800	177,149

ABSTRACT.

	Number of Pensioners.	1870-71.	1869-70.
		£.	£.
A.—Pensions, Civil; Salaried Officers -	509	119,893	87,987
B.—Pensions, Civil; Artificers, &c. -	3,654	109,907	89,162
Total - - -	4,163	229,800	177,149

No. 16. (Section No. 2)—Civil Pensions and Allowances—*continued.*

	REQUIRED for the Service of the Year 1870-71.	LAST VOTE for the Financial Year 1869-70.
C.—PENSIONS, COAST GUARD:	£.	£.
The Pensions granted to Persons formerly employed in the Coast Guard Service, and Compassionate Allowances to the Widows of Men who have met their Deaths on Duty, as shown in the Estimates for 1869–70	44,552	44,552
Add,—Pensions and Allowances granted between the 1st December 1868 and 30th November 1869:—		

ON REDUCTION OF OFFICE.	Service. Yrs.	Mths.	Pensions. £.	s.	d.
Richard Simmonds, Clerk, Coast Guard Office	11	2	78	16	8
Gilbert Hudson - ditto - ditto	23	1	165	–	–
Robert English - ditto - ditto	24	5	195	10	–
D. J. Cowley - ditto - ditto	33	11	223	19	2
Tomson Garner, Lithographic Printer	36	8	63	6	8
Charles Guy, Messenger	19	10	62	10	2
			789	2	8
For Pensions to 245 Officers and Men lately belonging to the Coast Guard Service on Shore			8,425	17	4
				9,215	—
Add,—For Civilians Pensioned on Reductions now being made			4,110	–	–
Abate,—Amount of Pensions ceased between 1st December 1868 and 30th November 1869			2,055	–	–
				2,055	—
			£.	55,822	44,552

Number of Pensioners of each Class paid out of the above Sum:

Clerks, Coast Guard Office	7	Acting Boatswains	1
Messenger Office	1	Mariners	25
Lithographic Printer	1	Mounted Guard	10
Inspecting Officers	3	Gunners	6
Lieutenants	19	Senior Mate	3
Chief Officers	83	Second Mates in Command	5
Chief Quartermasters in Command	7	Acting Chief Boatswain's Mate	1
Masters and Second Masters	10	Acting Chief Carpenter's Mates	7
Chief Boatmen in Charge	123	Divisional Carpenters	4
Chief Boatmen	139	Steward	1
Commissioned Boatmen	402	Widows	84
Boatmen	344	Children	109
Able Seamen (Tenders)	9	Total	1,431
Extra Men	27		

D.—CONTRIBUTION IN AID OF A PENSION FUND FOR THE METROPOLITAN POLICE, &c.:		
Estimated Amount required for Contribution in Aid of the Fund for the Pensions of Metropolitan Police employed in the several Establishments at Home	1,512	865

VOTE 17.

EXTRA ESTIMATE FOR SERVICES NOT NAVAL.—FREIGHT, &c. ON ACCOUNT OF THE ARMY DEPARTMENT.

I. ESTIMATE of the Sum which will be required in the Year ending 31st March 1871, to defray the Expense of Services not NAVAL; viz. FREIGHT, &c., on account of the ARMY DEPARTMENT.

Two Hundred and Thirty-seven Thousand Three Hundred and Forty Pounds.

II. SUB-HEADS under which this Vote will be accounted for.

	1870-71.	1869-70.	INCREASE.	DECREASE.	Actual Expenditure in 1868-69.
	£.	£.	£.	£.	£.
A. WAGES AND ALLOWANCES - HER MAJESTY'S TROOP SHIPS	(Transferred to Vote No. 1)	59,278	- -	59,278	
A. SPECIAL ALLOWANCES TO OFFICERS AND MEN - - - - DITTO - -	2,550	3,000	- -	430	
B.—VICTUALS, &c. - - - - - - - - - DITTO - -	18,140	21,840	- -	3,700	
C.—COALS, CABIN FURNITURE, AND OTHER STORES DITTO - -	34,900	38,800	- -	3,900	
D.—MEDICINES - - - - - - - - - DITTO - -	400	400	—	—	
E.—PILOTAGE AND OTHER MISCELLANEOUS EXPENSES DITTO - -	1,000	1,500	- -	500	
F.—FREIGHT, &c., OF SHIPS ON MONTHLY PAY - - - - - -	—	—	—	—	
G.—CONVEYANCE OF TROOPS, ABROAD AND HOMEWARD - - -	59,100	40,500	18,600	—	
H.—COALS FOR STEAM TRANSPORTS AND FREIGHT SHIPS ON MONTHLY PAY - - - - - - - - - - - - -	—	—	—	—	
I.—FREIGHT OF ARMY AND ORDNANCE STORES, ABROAD AND HOMEWARD - - - - - - - - - - - - - -	40,000	42,000	- -	2,000	
K.—INTERCOLONIAL CONVEYANCE OF TROOPS AND MESS - - -	20,000	25,700	- -	5,700	
L.—INTERCOLONIAL FREIGHT OF ARMY AND ORDNANCE STORES -	2,500	3,000	- -	500	
M.—MESS ALLOWANCES TO ARMY OFFICERS, &c., ABROAD AND HOMEWARD - - - - - - - - - - - - -	6,800	11,000	- -	4,200	
N.—FREIGHT OF SHIPS ON SHORT SERVICES - - - - - - -	10,400	12,250	- -	1,850	
O.—PASSAGE MONEY, ARMY - - - - - - - - - - -	29,000	35,000	- -	6,000	
P.—FITTING TRANSPORTS AND FREIGHT SHIPS - - - - -	100	200	- -	100	
Q.—BEDDING AND OTHER STORES FOR TROOPS - - - - -	1,200	4,200	- -	3,000	
R.—FORAGE AND STORES FOR HORSES - - - - - - - -	500	400	100	—	
S.—PAY AND CONTINGENT EXPENSES OF TRANSPORT OFFICERS AFLOAT, &c. - - - - - - - - - - - - - -	(Transferred to Sub-Head U.) - -	880	- -	880	
T.—PROVISIONS, &c., FOR TROOPS - - - - - - - - -	8,500	16,400	- -	7,900	
Service Afloat (as regards 1870-71) - - -	235,090	316,348	18,700	99,958	
U.—TRANSPORT OFFICERS IN LONDON AND AT THE OUTPORTS -	2,250	- -	2,250	—	
£.	237,340	316,348	20,950	99,958	£. 396,275

NET DECREASE - - - £. 79,008

Note.—The Amount required for 1870-71 includes 1,100 *l.* of sums provided last year under Votes 1 and 7.
The real Decrease is as under—

1870-71.			1869-70.		
Vote 17 -	£. 237,340	As above.	Vote 17 -	£. 316,348	
Vote 1 -	69,067	Sea Pay of H.M. Troop Ships.	Vote 1 -	1,031	Pay of Staff Commander and four carpenters at Deptford.
	£. 306,407		Vote 7 -	1,778	Deptford Establishment; transferred to London, and reduced.
Abate -	14,053	Chargeable to India for "Serapis" and "Crocodile"		£. 319,157	
	£. 292,354				

Decrease - - - £. 26,803.

VOTE 17.—Extra Estimate for Services not Naval.—FREIGHT, &c., on Account of the ARMY DEPARTMENT—*continued.*

III. DETAILS of the foregoing.

	Estimated Gross Payments, 1870-71.	Deduct Estimated Credits to Vote.	Required for the Service of the Year 1870-71.	Gross Vote for the Year 1869-70.	Deduct Estimated Credits.	Voted for the Financial Year 1869-70.
For Expense of Her Majesty's Troop Ships, including the two Troop Ships for Indian Service, Overland Route, on the European side of the Isthmus of Suez:	£.	£.	£.	£.	£.	£.
A. Sea Pay of Officers and Men, including 3,215*l* for Marines	Transferred to Vote No. 1.	- -	Transferred to Vote No 1.	74,947	15,669	59,278
A. Special Allowances to Officers and Men (in addition to their Pay)	3,480	930	2,550	3,900	900	3,000
B.—Victuals, &c., for ditto	23,450	5,310	18,140	27,400	5,560	21,840
C.—Coals, Cabin Furniture, and other Stores	44,900	10,000	34,900	53,000	14,200	38,800
D.—Medicines for Officers and Men	400	- -	400	400	- -	400
E.—Pilotage, Passage Money, Travelling Expenses, and Lodging Allowances of Crews, and other Miscellaneous Expenses	1,000	- -	1,000	1,500	- -	1,500
TOTAL EXPENSE for the Employment of Her Majesty's Troop Ships	73,230	16,240	56,990	161,147	36,329	124,818
F.—For Freight of Ships on Monthly Pay, or for Purchase of the same	—	—	—	—	—	—
G.—For Freight of Ships engaged for the Conveyance of Troops to and from Great Britain and the Colonies, and of Military Pensioners from Great Britain	59,100	- -	59,100	40,500	- -	40,500
H.—For Coals for Steam Transports on Monthly Pay	—	—	—	—	—	—
I.—For Freight of Ships for the Conveyance of Military Stores to and from Great Britain and the Colonies	40,000	- -	40,000	42,000	- -	42,000
K.—For Freight of Ships for the Conveyance of Troops from one Colony to another, and their Rations; and for the Mess and Passage of Officers and Men from one Foreign Station to another, and from one Port to another in the same command	20,000	- -	20,000	25,700	- -	25,700
L.—For Freight of Ships for the Conveyance of Stores from one Colony to another, and from one Foreign Station to another, and from one Port to another in the same command	2,500	- -	2,500	3,000	- -	3,000
M.—For Mess of Military Officers and Civilians of the Army Department while on Passage to and from Foreign Stations in Her Majesty's Ships of War, Transports, and Freight Ships	20,550	13,750	6,800	25,200	14,200	11,000
N.—For Freight of Ships for the Conveyance of Troops coastwise, and between Great Britain and Ireland, when over 50 men	10,400	- -	10,400	12,250	- -	12,250
O.—For Passage Money on account of Military Officers and Civilians of the Army Department going upon and returning from Services Abroad	31,500	2,500	29,000	38,000	3,000	35,000
P.—For fitting Monthly Transports and Freight Ships	100	- -	100	200	- -	200
Q.—For Bedding, Blankets, and other Stores, for Troops	1,200	- -	1,200	4,200	- -	4,200
R.—For Forage and Stores for Horses	500	- -	500	400	- -	400
S.—For the Pay and Contingent Expenses for Officers of the Navy employed as Transport Officers afloat, [or as Temporary Transport Officers at the Outports*]	(*Transferred to Sub-head U.)	- -	(*Transferred to Sub-head U.)	880	- -	880
T.—For Provisions and Medical Comforts for Troops embarked on board Ships of War, Troop Ships, Monthly Transports, and Freight Ships	44,750	36,250	8,500	50,300	33,900	16,400
TOTAL Service Afloat (as regards 1870-71) £.	303,830	68,740	235,090	403,777	87,429	316,348
U.—Transport Officers in London and at the Outports			2,250			Provided for under Sub-head S, and Votes 1 and 7.
TOTAL £.			237,340			316,348

RECAPITULATION OF THE FOREGOING ESTIMATES.

Nos. of Votes.	Pages.		REQUIRED for the Service of the Year 1870/71.			LAST VOTE for the Financial Year 1869/70.		
			£.	s.	d.	£.	s.	d.
1 to 14	6 to 120	NAVAL SERVICE - Effective -	7,308,290	–	–	8,164,768	–	–
15 and 16	121 to 142	NAVAL SERVICE - Non-effective	1,704,900	–	–	1,515,525	–	–
		Total for the Naval Service, as per Abstract - - - - -	9,013,190	–	–	9,680,293	–	–
		For the Service of other Departments:						
17	143 & 144	Army Department (Conveyance of Troops)	237,340	–	–	316,348	–	–
		GRAND TOTAL - - - £.	9,250,530	–	–	9,996,641	–	–

Nine Million Two Hundred and Fifty Thousand Five Hundred and Thirty Pounds.

Admiralty, 17 February 1870.

HUGH C. E. CHILDERS. S. C. DACRES. ROBT. S. ROBINSON.

W. E. BAXTER,
Secretary.

APPENDIX.

(For Description,—*see* Table of Contents, p. 2.)

APPENDIX,

EXPLANATORY STATEMENT (A. 1)

STATEMENT, showing in Detail the PAY and ESTABLISHED ALLOWANCES of FLAG OFFICERS in Commission, and and other OFFICERS, PETTY OFFICERS, SEAMEN and BOYS, comprised in the Estimate for "SEAMEN," classified under OFFICERS, &c., and the FULL COMPLEMENTS of all HER MAJESTY'S SHIPS and VESSELS IN COMMISSION, and COAST

RANK.	Pay of each Rank. Daily.	Pay of each Rank. Annual.	Allowances of each Rank. Nature.	Allowances of each Rank. Daily.	Allowances of each Rank. Annual.	TOTAL Pay and Allowances of each Rank.
FLAG OFFICERS, AND SUPERINTENDENTS OF DOCKYARDS, &c.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Admirals - Commanding in Chief at Home	5 - -	1,825 - -	Table Money	4 10 -	1,642 10 -	3,967 10 -
			Allowance in lieu of Domestics	- -	500 - -	
			Table Money	3 - -	1,095 - -	3,420 - -
			Allowance in lieu of Domestics	- -	500 - -	
Vice Admirals - Commanding in Chief at Home	4 - -	1,460 - -	Table Money	3 - -	1,095 - -	2,955 - -
			Allowance in lieu of Domestics	- -	400 - -	
Commanding the Channel Squadron	4 - -	1,460 - -	Table Money	3 - -	1,095 - -	2,555 - -
Commanding in Chief Abroad	4 - -	1,460 - -	- ditto - -	4 10 -	1,642 10 -	3,102 10 -
Rear Admirals - Commanding at Queenstown	3 - -	1,095 - -	Table Money	3 - -	1,095 - -	2,440 - -
			Allowance in lieu of Domestics	- -	250 - -	
Second in Command of Channel Squadron	3 - -	1,095 - -	Table Money	1 10 -	547 10 -	1,642 10 -
Commanding in Chief Abroad	3 - -	1,095 - -	- ditto - -	4 10 -	1,642 10 -	2,737 10 -
Commanding Cruising Squadron	3 - -	1,095 - -	- ditto - -	2 - -	730 - -	1,825 - -
Superintending Dockyards at Home	3 - -	1,095 - -	Table Money	1 10 -	547 10 -	1,842 10 -
			Allowance in lieu of Domestics	- -	200 - -	
Superintending Dockyards Abroad	3 - -	1,095 - -	Table Money	2 - -	730 - -	1,825 - -
Commodores, 2nd Class - Abroad	Pay, as Captain of the Ship he commands, provided for under "Captains," p. 150.		Allowance	1 - -	365 - -	730 - -
			Table Money	1 - -	365 - -	
Abroad	- - ditto - -		Allowance	- 10 -	182 10 -	547 10 -
			Table Money	1 - -	365 - -	
Superintending Dockyards Abroad	1 7 5	500 7 1	Allowance	- 10 -	182 10 -	1,184 14 7
			Table Money	1 - -	365 - -	
			Command Money	- 7 6	136 17 6	
Captains - Superintending Dockyards at Home	1 12 11	600 14 7	Command Money or Allowance	- 5 -	91 5 -	816 19 7
			Allowance in lieu of Domestics	- -	125 - -	
In Charge of Naval Establishments Abroad	1 12 11	600 14 7	Command Money	- 7 6	136 17 6	737 12 1
	1 12 11	600 14 7	Allowance	- 5 -	91 5 -	691 19 7
Flag Lieutenants - - - - - - - -	- 10 -	182 10 -	- - -	- -	- -	182 10 -
Secretaries to Flag Officers, &c. - At Home	1 2 -	401 10 -	Allowance in lieu of Servants	- -	40 - -	441 10 -
	- 16 6	301 2 6		- -	40 - -	341 2 6
	1 2 -	401 10 -	- - -	- -	- -	401 10 -
	- 16 6	301 2 6	- - -	- -	- -	301 2 6
Abroad	1 2 -	401 10 -	- - -	- -	- -	401 10 -
	- 16 6	301 2 6	- - -	- -	- -	301 2 6
	- 11 6	209 17 6	- - -	- -	- -	209 17 6
Clerks and Retinues - - - - - - - -	At various Rates of Pay, according to their Ranks or Ratings, from 19*l.* 15*s.* 5*d.* to 127*l.* 15*s.* per annum - - -		- - -	- -	- -	- -
For improved Pay to Secretaries to Flag Officers -	- - - -		- - -	- -	- -	- -

N. B.—Fractional parts of a Pound are not shown in the Totals of the several Ranks and Ratings.

1.

VOTE No. 1.—"WAGES, &c., to SEAMEN," page 6.

ir Retinues; of OFFICERS superintending HER MAJESTY'S DOCKYARDS, &c., and their Retinues; and of COMMISSIONED several Heads of Service specified; the whole being calculated on the basis of the Pay and Allowances of the FLAG ARD STATIONS on SHORE, on the 1st DECEMBER, 1869.

ommanders in Chief, &c., on Home Stations.		Commanders in Chief, &c., on Foreign Stations.			Superintendents of Dockyards.			Total Number of each Rank.	Total Amount of each Rank.		TOTAL CHARGE.	RANK.
Total per Annum.		No.	Total per Annum.		No.	Total per Annum.			Pay.	Allowances.		
Pay.	Allowances.		Pay.	Allowances.		Pay.	Allowances.					
£.	£.		£.	£.		£.	£.		£.	£.	£.	
1,825	2,142	-	-	- -	-	-	- -	2	3,650	3,737	7,387	Admirals.
1,825	1,595	-	-	- -	-	-	- -					
1,460	1,495	-	-	- -	-	-	- -	5	7,300	7,518	14,818	Vice Admirals.
1,460	1,095	-	-	- -	-	-	- -					
-	- -	3	4,380	4,928	-	-	- -					
1,095	1,345	-	-	- -	-	-	- -	7	7,665	6,489	14,154	Rear Admirals.
1,095	547	-	-	- -	-	-	- -					
-	- -	1	1,095	1,642	-	-	- -					
-	- -	1	1,095	730	-	-	- -					
-	- -	-	-	- -	2	2,190	1,495					
-	- -	-	-	- -	1	1,095	730					
-	- -	3*	-	2,190	-	-	- -	4*	-	2,738	2,738	Commodores, 2nd Class.
-	- -	1*	-	548	-	-	- -					
-	- -	-	-	547	1	500	137	1	500	684	1,184	
-	- -	-	-	- -	3	1,802	649	5	3,004	877	3,881	Captains.
-	- -	-	-	- -	1	601	137					
-	- -	-	-	- -	1	601	91					
1,095	- -	5	912	- -	1	182	- -	12	2,189	- -	2,189	Flag Lieutenants.
1,205	120	-	-	- -	-	-	- -	17	5,566	160	5,726	Secretaries to Flag Officers, &c.
301	40	-	-	- -	-	-	- -					
401	- -	-	-	- -	-	-	- -					
301	- -	-	-	- -	-	-	- -					
-	- -	5	2,007	- -	-	-	- -					
-	- -	1	301	- -	-	-	- -					
-	- -	5	1,050	- -	-	-	- -					
3,029	- -	60	3,047	- -	19	648	- -	123	6,724	- -	6,724	Clerks and Retinues.
467	- -	-	856	- -	-	-	- -	-	1,323	- -	1,323	For improved Pay to Secretaries to Flag Officers.
15,559	8,379	85	14,743	10,585	29	7,619	3,239					
No. 147 - - £.49,266					No. 29 - £.10,858			176				
4*		Deduct Commodores included among Captains on next page - - - - - -						4*				
143		TOTALS carried to page 159 - - -						172	37,921	22,203	60,124	TOTALS carried to page 159.

APPENDIX, No. 1.—

RANK.	PAY OF EACH RANK.			ALLOWANCES OF EACH RANK.			EFFECTIVE, FOR GENERAL SERVICE.			FIRST RESERVE SHIPS, including Tenders (formerly Coast Guard District Ships and Cruizers).			GUNNERY, and TRAINING SHIPS.			STATIONARY, RECEIVING, and DEPÔT SHIPS (including Yachts).		
		Daily.	Annual.	Nature.	Daily.	Annual.	No. of each Rank.	Total per Annum. Pay.	Total per Annum. Allowances.	No. of each Rank.	Total per Annum. Pay.	Total per Annum. Allowances.	Number of each Rank.	Total per Annum. Pay.	Total per Annum. Allowances.	No. of each Rank.	Total per Annum. Pay.	Total per Annum. Allowances.
COMMISSIONED OFFICERS, &c.:		£. s. d.	£. s. d.		£. s. d.	£. s. d.		£.	£.		£.	£.		£.	£.		£.	£.
Captains	In Command 1st Class	1 12 11	600 14 7	Command Money	At various Rates, according to the complement of the Ship, and whether employed on Sea or Harbour Service, from 91 *l.* 5 *s.* to 328 *l.* 10 *s.* per annum		53	26,619	10,855	9	5,306	1,396	4	2,202	684	8	4,505	1,332
	In Command 2nd Class	1 7 5	500 7 1															
	In Command 3rd Class	1 1 11	399 19 7															
	Employed on Surveying, or Special Service, but not in command of a Ship	As above	As above	Allowance	– 5 –	91 5 –	–	–	–	–	–	–	–	–	–	2	1,091	183
	To Captain of Royal Yacht	–	730 –	Command Money included in *Special* Rate of Pay	–	–	–	–	–	–	–	–	–	–	–	1	730	–
Staff Captains	At various Rates, according to Length of Service and qualification, from 182 *l.* 10 *s.* to 392 *l.* 7 *s.* 6 *d.* per annum			Allowance in addition to Full Pay as Staff Commander or Navigating Lieutenant	– 6 –	109 10 –	–	–	–	–	–	–	–	–	–	1	372	119
Commanders	In Command	1 – –	365 – –	Command Money: In Seagoing Ships	– 3 9	68 8 9	49	11,179	3,976	1	365	99	1	1,460	183	2	730	114
				Command Money: In Harbour Ships	– 2 6	45 12 6												
	Employed on Special Service, but not in command of a Ship	1	365	Allowance (except when employed on Surveying Service)	– 2 6	45 12 6	–	–	–	–	–	–	–	–	–	–	–	–
	All others	1 – –	365 – –	–	–	–	33	10,311	–	8	2,190	–	3	1,460	–	8	2,920	–
Inspecting Commanders	In Coast Guard Service *on Shore*	1 – –	365 – –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Deputy Inspectors General of Hospitals and Fleets		1 15 –	638 15 –	–	–	–	–	–	–	–	–	–	–	–	–	1	638	–
		1 12 –	584 – –													1	584	
Chief Inspectors of Machinery Afloat		1 7 5	500 7 1	–	–	–	–	–	–	–	–	–	–	–	–	2	1,001	–
		1 4 8	450 3 4													1	450	
Inspectors of Machinery Afloat		1 7 5	500 7 1	–	–	–	3	900	–	–	–	–	–	–	–	1	500	–
		1 4 8	450 3 4													1	450	
Lieutenants	In Command	– 11 –	200 15 –	Command Money: In command of any Vessel or Tender to a Seagoing Ship	– 3 9	68 8 9	27	5,420	1,848	8	1,606	365	7	1,405	319	4	803	228
				Command Money: In command of any Tender to a Harbour or Coast Guard Ship	– 2 6	45 12 6												
				Command Money: In Rated Ships, or Troop Ships *without* Commanders	– 2 6	45 12 6												
	Senior, in Rated Ships, &c.	– 10 –	182 10 –	Allowance: In Rated Ships *with* Commanders, or Ships commanded by Commanders	– 1 6	27 7 6	108	19,709	3,336	9	1,643	301	7	1,277	265	14	2,555	456
	Gunnery	– 10 –	182 10 –	Allowance: 1st Class	– 3 6	63 17 6	35	6,388	1,323	–	–	–	9	1,643	429	4	730	116
				Allowance: 2nd Class	– 2 6	45 12 6												
				Allowance: 3rd Class	– 1 6	27 7 6												
	All others	– 10 –	182 10 –	–	–	–	164	31,769	–	12	2,190	–	27	4,928	–	21	3,832	–
Inspecting Lieutenants	In Coast Guard Service *on Shore*	– 10 –	182 10 –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Lieutenants commanding Stations	– – ditto	– 10 –	182 10 –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
				COMMISSIONED OFFICERS, &c., carried forward			478	123,290	21,332	45	13,300	2,130	62	14,375	1,880	73	22,342	2,53

* The additional Allowance of £. 158 per annum to the Captain of the "Excellent," as Superintendent of the Royal Naval College, at Portsmouth, to make his Total Pay, &c., up to 850 *l.* per annum, is provided for under Vote No. 5, page 30.

EXPLANATORY STATEMENT (A. 1)—*continued.*

Surveying Vessels: No. of each Rank	Surveying Vessels: Total per Annum: Pay	Surveying Vessels: Allowances	Troop Ships (Imperial Service): No. of each Rank	Troop Ships (Imperial Service): Total per Annum: Pay	Troop Ships (Imperial Service): Allowances	Store Ships: No. of each Rank	Store Ships: Total per Annum: Pay	Store Ships: Allowances	Drill Ships: No. of each Rank	Drill Ships: Total per Annum: Pay	Drill Ships: Allowances	Coast Guard on Shore: No. of each Rank	Coast Guard on Shore: Total per Annum: Pay	Coast Guard on Shore: Allowances	Troop Ships (For Indian Service, Overland Route): No. of each Rank	Troop Ships (Indian): Total per Annum: Pay	Troop Ships (Indian): Allowances	Total Number of each Rank	Total Amount of each Rank: Pay	Total Amount of each Rank: Allowances	Total Charge	Rank
	£	£		£	£		£	£		£	£		£	£		£	£		£	£	£	COMMISSIONED OFFICERS, &c.
1	409	137	1	1,801	[illegible]	–	–	–	–	–	–	–	–	–	5	2,000	1,451	84	42,833	10,403	53,236	Captains.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1,001	183	1,184	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	740	–	740	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	392	110	502	Staff Captains.
2	750	137	–	–	–	–	–	–	8	2,609	362	–	–	–	–	–	–	75	27,372	4,847	32,212	Commanders.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	—	—	–	—	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	40	17,042	–	[illegible]	
–	–	–	–	–	–	–	–	–	–	–	–	40	12,[illegible]	–	–	–	–	40	17,520	–	[illegible]	Inspecting Commanders.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1,225	–	1,225	Deputy Inspectors General of Hospitals and Fleets.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	[illegible]	–	[illegible]	Chief Inspectors of Machinery Afloat.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4	1,050	–	1,050	Inspectors of Machinery Afloat.
–	–	–	–	–	–	–	–	–	2	409	31	–	–	–	–	–	–	46	[illegible]	[illegible]	12,[illegible]	Lieutenants.
–	848	160	4	731	182	–	–	–	–	–	–	–	–	–	6	755	228	120	22,278	[illegible]	[illegible]	
–	–	–	1	188	27	–	–	–	–	–	–	–	–	–	2	759	27	50	9,126	2,316	11,442	
–	730	–	9	1,642	–	–	–	–	–	–	–	–	–	–	14	2,[illegible]	–	231	45,647	–	45,647	
–	–	–	–	–	–	–	–	–	–	–	–	14	2,[illegible]	–	–	–	–	14	[illegible]	–	[illegible]	Inspecting Lieutenants.
–	–	–	–	–	–	–	–	–	–	–	–	9	1,341	–	–	–	–	9	1,[illegible]	–	1,[illegible]	Lieutenants commanding Stations.
[illegible]	2,498	374	18	4,537	737	–	–	–	16	3,[illegible]	455	71	25,[illegible]	–	25	5,601	1,706	732	210,262	31,[illegible]	241,[illegible]	Commissioned Officers &c. carried forward.

N. B.—Fractional parts of a Pound are not shown in the Totals of the several Ranks and Ratings.

APPENDIX, No. 1.—

RANK.	PAY OF EACH RANK.		ALLOWANCES OF EACH RANK.		EFFECTIVE, FOR GENERAL SERVICE.			FIRST RESERVE SHIPS, including Tenders (formerly Coast Guard District Ships and Cruizers.)			GUNNERY and TRAINING SHIPS.			SURVEYING, RECEIVING, and DEPÔT SHIPS (including Yachts).		
	Daily.	Annual.	Nature	Daily.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.
	£. s. d.	£. s. d.		£. s. d.		£.	£.		£.	£.		£.	£.		£.	£.
COMMISSIONED OFFICERS, &c.—*continued.*				Brought forward - - -	478	123,290	21,332	45	13,300	2,130	62	14,375	1,880	73	22,342	2,553
In Command - -	At various Rates, according to length of Service and qualification, from 182 *l.* 10 *s.* to 392 *l.* 7 *s.* 6 *d.* per annum - -		Command Money. In command of any Vessel, or Tender to a Sea-going Ship -	3 9	1	250	65	–	–	–	2	530	91	4	1,060	265
			In command of any Tender to a Harbour or Coast Guard Ship -	- 2 6												
In Command, and in Charge of Stores -	- - As above - -		Command Money - - -	- - As above - -			205									133
			Store Allowance - - -	At various Rates, according to the Rate of the Ship, from 38 *l.* - *s.* 5 *d.* to 73 *l.* per annum -	3	795	114	–	–	–	–	–	–	7	1,855	522
Staff Commanders, and Navigating Lieutenants - - - In Charge of Stores -	- - As above - -		Allowance - - - - -	- - As above - -	11	3,026	449	–	–	–	–	–	–	1	265	73
In Flag Ships, and certain Commodores' Ships on Foreign Stations -	- - As above - -		Allowance - - - - -	At various Rates, according to the peculiar circumstances of each case, from 2 *s.* 6 *d.* to 5 *s.* a day - - -	9	2,385	611	–	–	–	–	–	–	1	265	46
All others -	- - As above - -		Tuition Allowance in Ships where no Naval Instructor is borne - - - -	£. 5 per annum for each Navigating Midshipman instructed, not deducted from his Pay, as in the case of other young gentlemen -	72	10,000	120	9	2,385	–	2	530	–	32	4,480	5
Staff Commanders, and Navigating Lieutenants serving as Inspecting Officers - In Coast Guard Service *on Shore* -	- 10 -	182 10 -	- - - - - - -	- - - -	–	- -	–	–	–	–	–	–	–	–	–	–
Staff Commanders, and Navigating Lieutenants commanding Stations - - - - ditto - -	- 10 -	182 10 -	- - - - - - -	- - - -	–	- -	–	–	–	–	–	–	–	–	–	–
Chief Officers, serving as Inspecting Officers - - - ditto - -	- 10 -	182 10 -	- - - - - - -	- - - -	–	- -	–	–	–	–	–	–	–	–	–	–
Chief Officers - - In Tenders (Cruizers) to First Reserve Ships. In Command	- 11 -	200 15 -	- - - - - - -	- - - -	–	- -	–	10	2,608	–	–	–	–	–	–	–
Chief Engineers - - At various Rates, according to length of Service and qualification, from 191 *l.* 12 *s.* 6 *d.* to 365 *l.* per annum - - - - - - - -			Allowance for Charge of Engines - - - - -	At various Rates, according to the Horse-power of the Engines, from 18 *l.* 5 *s.* to 54 *l.* 15 *s.* per annum -	68	16,916	2,472	9	2,185	411	2	486	91	58	14,084	1,101
Chaplains - - - Acting also as Naval Instructors - -	At various Rates, according to length of Service, from 182 *l.* 10 *s.* to 292 *l.* per annum -		Additional Pay - - -	At various Rates, according to their length of Service as Naval Instructors, from 95 *l.* 16 *s.* 3 *d.* to 177 *l.* 18 *s.* 9 *d.* per annum -	26	5,824	3,538	–	–	–	8	1,792	1,095	1	224	137
			Tuition Allowance - -	£. 5 per ann. for each Navigating Midshipman instructed, not deducted from his Pay, as in the case of other young gentlemen - - -			105						–			–
All others - -	- - As above - -		- - - - - - -	- - - -	51	11,665	–	8	1,792	–	2	448	–	16	3,584	–
Staff Surgeons - - In Flag Ships of Commanders in Chief on Foreign Stations	At various Rates, according to length of Service, from 438 *l.* to 529 *l.* 5 *s.* per annum - - -		Allowance for extra Duties in such Ships - - -	- 5 - 91 5 -	5	2,354	456	–	–	–	–	–	–	–	–	–
All others - -	- - As above - -		- - - - - - -	- - - -	6	2,830	–	5	2,299	–	4	1,971	–	10	4,818	–
Surgeons - - - At various Rates, according to length of Service, from 319 *l.* 7 *s.* 6 *d.* to 401 *l.* 10 *s.* per annum -			- - - - - - -	- - - -	79	28,702	–	5	1,760	–	6	2,112	–	15	5,280	–
Paymasters - - In Flag Ships, and Ships of Commodores in Command of Stations; and also in Guard Ships of the Steam Reserves, &c. -	At various Rates, according to length of Service, from 249 *l.* 8 *s.* 4 *d.* to 600 *l.* 14 *s.* 7 *d.* per annum - - -		Allowance for extra Duties in such Ships - - -	At various Rates, according to the circumstances of each case, from 2 *s.* 6 *d.* to 5 *s.* a day - -	9	3,456	575	–	–	–	2	768	164	8	3,072	611
All others - -	- - As above - -		- - - - - - -	- - - -	74	29,267	–	9	3,456	–	7 including 1 acting as clerk.	2,553	–	9	3,456	–
			COMMISSIONED OFFICERS, &c., carried forward - - -		890	249,874	30,065	100	29,185	2,541	97	25,565	3,321	235	68,785	5,46

N.B.—Fractional parts of a Pound are not shown in the Totals of the several Ranks and Ratings.

EXPLANATORY STATEMENT (A. 1)—*continued.*

SURVEYING VESSELS.			TROOP SHIPS (Imperial Service).			STORE SHIPS.			DRILL SHIPS.			COAST GUARD *on Shore.*			TROOP SHIPS (for Indian Service, Overland Route).			TOTAL Number of each Rank.	TOTAL AMOUNT of EACH RANK.		TOTAL CHARGE.	RANK.
No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.		Pay.	Allowances.		
	£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.	£.	
16	2,108	374	18	[illegible]	[illegible]	-	-	-	18	[illegible]	[illegible]	11	[illegible]	-	24	[illegible]	1,790	792	210,765	31,164	241,931	Commissioned Officers, &c.—*continued.*
[illegible]	1,040	205	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	2,795	569	3,464	Staff Commanders, and Navigating Lieutenants.
-	-	-	-	-	-	6	1,069	324 / 319	-	-	-	-	-	-	-	-	-	14	3,710	912 / 655	5,277	
[illegible]	[illegible]	129	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	3,975	647	[illegible]	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	2,460	607	[illegible]	
[illegible]	7,720	15	4	1,093	90	1	164	9	-	-	-	-	-	-	1	1,277	-	155	43,897	140	43,987	
-	-	-	-	-	-	-	-	-	-	-	-	13	2,373	[illegible]	-	-	-	13	2,373	-	2,373	Staff Commanders, and Navigating Lieutenants serving as Inspecting Officers.
-	-	-	-	-	-	-	-	-	-	-	-	22	4,652	-	-	-	-	22	4,615	-	4,615	Staff Commanders, and Navigating Lieutenants commanding Stations.
-	-	-	-	-	-	-	-	-	-	-	-	2	347	-	-	-	-	2	347	-	347	Chief Officers serving as Inspecting Officers.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	2,000	-	2,000	Chief Officers.
-	-	-	4	922	185	1	228	62	-	-	-	-	-	-	3	1,416	274	149	66,719	3,109	[illegible]	Chief Engineers.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	7,850	4,760 / 899	13,759	Chaplains.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	193	-	82	25,605	-	25,605	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	2,864	336	2,899	Staff Surgeons.
-	-	-	-	-	-	-	-	-	1	2,700	-	-	-	-	-	-	-	83	14,233	-	14,233	
1	230	-	5	1,100	-	-	-	-	2	384	-	-	-	-	5	4,607	-	128	42,641	-	42,641	Surgeons.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	7,396	1,050	8,446	Paymasters.
5	1,065	-	6	1,338	-	1	300	-	8	2,410	-	41	6,204	-	6	4,371	-	222	50,888	-	51,949	
61	12,977	714	40	9,484	842	9	2,104	359	27	16,274	456	120	20,909	-	50	24,904	1,999	1,814	447,622	40,098	563,761	

Appendix, No. 1.—

RANK.	PAY OF EACH RANK.		ALLOWANCES OF EACH RANK.			EFFECTIVE, FOR GENERAL SERVICE.			First Reserve Ships, including Tenders (formerly Coast Guard District Ships and Cruizers).			Gunnery, and Training Ships.			Stationary, Receiving, and Depôt Ships (including Yachts).		
	Daily.	Annual.	Nature.	Daily.	Annual.	No of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	Number of each Rank.	Total per Ann. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.		£.	£.		£.	£.		£.	£.		£.	£.
COMMISSIONED OFFICERS, &c.—*continued.*			Brought forward - - -			890	249,874	30,065	100	29,185	2,541	97	25,565	3,321	235	68,785	5,469
Naval Instructors - At various Rates, according to length of Service, from 182 *l.* 10 *s.* to 292 *l.* per annum - - - - -			Tuition Allowance	£. 5 per annum for each Navigating Midshipman instructed, not deducted from his Pay, as in the case of other young gentlemen		16	4,019	130	–	–	– –	10	2,070	–	2	414	–
Sub-Lieutenants - - - - - - - - -	– 5 –	91 5 –	- - - -	- -	- -	160	15,240	–	–	–	– –	29	2,646	–	137	12,501	–
Chief Gunners - - Chief Boatswains - - Chief Carpenters - - - - - - - - -	– 9 –	164 5 –	Tool Money to Chief Carpenters, except when borne for disposal in the Reserve and Guard Ships at Home - -	– – 3	4 11 3	–	– –	–	1	164	– –	5	821	–	45	7,392	37
Assistant Surgeons - At various Rates, according to length of Service, from 182 *l.* 10 *s.* to 319 *l.* 7 *s.* 6 *d.* per annum - - - -			- - - -	- -	- -	146	31,688	–	10	2,150	– –	14	2,998	–	32	6,873	–
Assistant Paymasters in Charge - - - - - - -	– 11 6 (and 1 *s.* a day in addition, after nine years' service as Assistant Paymasters) - - -	209 17 6	- - - -	- -	- -	33	6,926	–	–	–	– –	- -	–	–	3	630	–
Navigating Sub-Lieutenants - - - In Charge of Stores - -	At Rates, as follows, viz.: under two years' Service, 91 *l.* 5 *s.*; after two years' Service, 136 *l.* 17 *s.* 6 *d.* per annum -		Store Allowance -	– 1 6	27 7 6	28	3,360	767	–	–	– –	- -	–	–	1	120	27
All others - - - - -	- - As above - -		Tuition Allowance in Ships where no Navigating Lieutenant, or Naval Instructor, is borne	£. 5 per annum for each Navigating Midshipman instructed, not deducted from his Pay, as in the case of other young gentlemen -		62	7,484	70	–	–	– –	5	600	–	30	2,881	–
Navigating Sub-Lieutenants, serving as Inspecting Officers - In Coast Guard Service on Shore	– 5 –	91 5 –	Additional Pay -	– 3 –	54 15 –	–	–	–	–	–	– –	- -	–	–	–	–	–
Navigating Sub-Lieutenants, commanding Stations - - - - ditto - - -	– 5 –	91 5 –	- - ditto - -	– 3 –	54 15 –	–	–	–	–	–	– –	- -	–	–	–	–	–
Senior Mates, commanding Stations - - - ditto - - -	– 8 –	146 – –	- - - -	- -	- -	–	–	–	–	–	– –	- -	–	–	–	–	–
Senior Mates - - In Tenders (Cruizers) to First Reserve Ships: In Command -	– 5 –	91 5 –	- - - -	- -	- -	–	–	–	9	1,277	The *Special Allowance* to each is provided for in a separate Item, "Special Pay, &c." For particulars, see Statement A. 2, p. 105	- -	–	–	–	–	–
In Tenders (Cruizers) to First Reserve Ships: —	– 5 –	91 5 –							5								
Assistant Paymasters - At various Rates, according to length of Service, from 91 *l.* 5 *s.* to 182 *l.* 10 *s.* per annum - - - -			- - - -	- -	- -	97	12,392	–	32	4,088	– –	15	1,916	–	134	13,432	–
Engineers and Assistant Engineers - Engineers for Special Charge: At various Rates, according to length of Service, from 182 *l.* 10 *s.* to 219 *l.* per annum -			Allowance to each Grade for charge of Engines -	At various Rates, according to the Horse-power of the Engines, from 18 *l.* 5 *s.* to 34 *l.* 15 *s.* per annum - -		382	60,868	849	47	9,421	219	8	1,232	55	434	65,517	1,273
Sea Pay: Engineers - -	– 9 –	164 5 –															
Sea Pay: Assistant Engineers 1st Class	– 7 6	136 17 6															
Sea Pay: 2nd Class	– 6 –	109 10 –															
Harbour Service Pay: Engineers - -	– 5 6	100 7 6															
Harbour Service Pay: Assistant Engineers 1st Class	– 4 6	82 2 6															
Harbour Service Pay: 2nd Class	– 3 6	63 17 6															
For improved Pay to certain Ranks of Officers - - - - - - -	- -	- -	- - - -	- -	- -	–	11,568	–	–	1,387	- -	- -	814	–	–	5,319	–
						1,820	403,420	31,981	214	47,422	2,760	183	38,662	3,376	1,053	183,864	6,756
Deduct,— For Officers to be placed upon Retired Pay or Pension - - - - - - -	- -	- -	- - - -	- -	- -	–	–	–	–	–	– –	- -	–	–	295	47,349	–
			Total, Commissioned Officers, &c. carried forward - - - -			1,820	403,420	31,981	214	47,422	2,760	183	38,662	3,376	758	136,515	6,756

N.B.—Fractional parts of a Pound are not shown in the Totals of the several Ranks and Ratings.

EXPLANATORY STATEMENT (A. 1)—*continued.*

SURVEYING VESSELS.			TROOP SHIPS (Imperial Service).			STORE SHIPS.			DRILL SHIPS.			COAST GUARD on Shore.			TROOP SHIPS (for Indian Service, Overland Route).			TOTAL Number of each Rank.	TOTAL AMOUNT of EACH RANK.		TOTAL CHARGE.	RANK.
No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.		Pay.	Allowances.		
	£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.	£.	
51	13,677	714	35	9,685	942	[illegible]	[illegible]	[illegible]	27	10,274	456	120	35,009	–	[illegible]	[illegible]	1,980	1,614	457,633	46,068	503,701	COMMISSIONED OFFICERS &c.—*continued.*
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	[illegible]	[illegible]	[illegible]	6,633	Naval Instructors.
3	274	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	[illegible]	[illegible]	–	[illegible]	Sub-Lieutenants.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	41	[illegible]	37	8,414	Chief Gunners. Chief Boatswains. Chief Carpenters.
2	456	–	4	848	–	[illegible]	[illegible]		–	–	–	–	–	–	[illegible]	1,140	–	217	47,001	–	47,001	Assistant Surgeons.
1	210	–	–	–	–	[illegible]	[illegible]		–	–	–	–	–	–	–	–	–	40	[illegible]	–	[illegible]	Assistant Paymasters in Charge.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	[illegible]	[illegible]	[illegible]	4,274	Navigating Sub-Lieutenants.
6	[illegible]	–	5	[illegible]	–	[illegible]	[illegible]	[illegible]	–	–	–	–	–	–	[illegible]	1,140	–	[illegible]	[illegible]	[illegible]	14,314	
–	–	–	–	–	–	–	–	–	–	–	–	[illegible]	[illegible]	[illegible]	–	–	–	1	[illegible]	[illegible]	146	Navigating Sub-Lieutenants, serving as Inspecting Officers.
–	–	–	–	–	–	–	–	–	–	–	–	[illegible]	[illegible]	[illegible]	–	–	–	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
–	–	–	–	–	–	–	–	–	–	–	–	[illegible]	[illegible]	–	–	–	–	[illegible]	[illegible]	–	[illegible]	[illegible]
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	[illegible]	1,277	–	1,277	[illegible]
2	[illegible]	–	6	[illegible]	–	–	–	–	[illegible]	[illegible]	–	–	–	–	–	821	–	[illegible]	[illegible]	–	[illegible]	[illegible]
11	1,533	110	23	3,669	–	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	–	–	–	[illegible]	5,548	–	[illegible]	150,167	[illegible]	[illegible]	[illegible]
–	630	–	–	550	–	–	[illegible]	–	–	[illegible]	–	–	[illegible]	–	–	836	–	–	[illegible]	–	[illegible]	[illegible]
76	17,720	824	73	16,118	942	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	164	[illegible]	22,710	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	[illegible]	[illegible]	–	[illegible]	[illegible]
76	17,720	824	73	16,118	942	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	37,969	164	[illegible]	22,710	1,980	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

APPENDIX, No. 1.—

RANK.	PAY OF EACH RANK.			ALLOWANCE OF EACH RANK			EFFECTIVE, FOR GENERAL SERVICE.			FIRST RESERVE SHIPS including Tenders (formerly Coast Guard District Ships and Cruizers.)			GUNNERY, and TRAINING SHIPS.			STATIONARY, RECEIVING, and DEPOT SHIPS (including Yachts).		
		Daily.	Annual.	Nature.	Daily.	Annual.	No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.	Number of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Annum. Pay.	Allowances.
		£. s. d.	£. s. d.		£. s. d.	£. s. d.		£.	£		£.	£.		£.	£.		£.	£.
				TOTAL, COMMISSIONED OFFICERS, &c.—brought forward			1,820	403,420	31,981	214	47,422	2,760	183	38,662	3,376	758	136,515	6,736
SUBORDINATE OFFICERS:																		
Midshipmen		– 1 9	31 18 9				161	5,142	–	–	–	–	49 (For training).	1,309	–	435	14,149	–
Clerks		– 4 –	73 – –				52	3,700	–	5	365	–	4	292	–	24	1,752	–
Navigating Midshipmen	At Rates as follows, viz.; if above 17 years of age, and with more than two years' Service, 73*l.*; all others, 54*l.* 15*s.* per annum						85	5,530	–	–	–	–	–	–	–	1	54	–
Second Mates	In Tenders (Cruizers) to First Reserve Ships. In Command	– 4 6	82 2 6				–	–	–	3	240	The *Special* Allowance to Second Mates of Tenders (Cruizers), not in command, is provided for in a separate Item, "Special Pay, &c." For particulars, *see* Statement (A. 2) p. 165.	–	–	–	–	–	–
	——	– 3 –	54 15 –				–	–	–	13	712		–	–	–	–	–	–
Naval Cadets (*Vide* page 170, for the number admitted during the year.)		– – 11	16 14 7				33	552	–	–	–	–	126 (For training).	2,108	–	–	–	–
Navigating Cadets	On passing out of the "Britannia" before obtaining the rating of Midshipman	– 2 3	41 1 3				–	–	–	–	–	–	15 (For training).	251	–	–	–	–
	All others	– – 11	16 14 7															
Assistant Clerks		– 2 6	45 12 6				5	220	–	–	–	–	4	182	–	3	107	–
				TOTAL, SUBORDINATE OFFICERS			336	15,255	–	21	1,323	–	198 Including 190 Midshipmen, Naval and Navigating Cadets, for training.	4,142	–	463	16,092	–
WARRANT OFFICERS:																		
Gunners, Boatswains, Carpenters	Sea Pay 1st Class	– 7 –	127 15 –	Tool Money to Carpenters when on Sea Pay	– – 3	4 11 3												
	Sea Pay 2nd ditto	– 6 –	109 10 –															
	Sea Pay 3rd ditto	– 5 –	91 5 –															
	Harbour Service Pay. 1st Class	– 6 –	109 10 –	Allowance of 1*s.* a day to three Carpenters for instructing Boys in "Circe" Training Ship	– 1 –	18 5 –	244	20,531	274	54	6,570	41	161	16,425	110	558	56,470	238
	Harbour Service Pay. 2nd ditto	– 5 –	91 5 –															
	Harbour Service Pay. 3rd ditto	– 4 –	73 – –															
Gunner, serving as Inspecting Officer	In Coast Guard Service *on Shore*	– 7 –	127 15 –				–	–	–	–	–	–	–	–	–	–	–	–
Chief Officers, 2nd Class	ditto	– 6 –	109 10 –				–	–	–	–	–	–	–	–	–	–	–	–
For improved Pay to Warrant Officers							–	3,968	–	–	745	–	–	2,222	–	–	4,997	–
							244	20,899	274	54	7,315	41	161	18,647	110	558	61,467	238
Deduct,— For Warrant Officers to be pensioned							–	–	–	–	–	–	–	–	–	196	20,476	–
				TOTAL, WARRANT OFFICERS			244	20,899	274	54	7,315	41	161	18,647	110	362	40,991	238
				TOTAL, COMMISSIONED, SUBORDINATE, and WARRANT OFFICERS—carried forward			2,400	448,574	32,255	289	56,060	2,801	542 Including 190 Midshipmen, Naval and Navigating Cadets, for training.	61,451	3,486	1,583	193,598	6,974

N.B.—Fractional parts of a Pound are not shown in the Totals of the several Ranks and Ratings.

EXPLANATORY STATEMENT (A. 1)—*continued.*

SURVEYING VESSELS. No. of each Rank.	SURVEYING VESSELS. Total per Annum. Pay.	SURVEYING VESSELS. Total per Annum. Allowances.	TROOP SHIPS (Imperial Service.) No. of each Rank.	TROOP SHIPS (Imperial Service.) Total per Annum. Pay.	TROOP SHIPS (Imperial Service.) Total per Annum. Allowances.	STORE SHIPS. No. of each Rank.	STORE SHIPS. Total per Annum. Pay.	STORE SHIPS. Total per Annum. Allowances.	DRILL SHIPS. No. of each Rank.	DRILL SHIPS. Total per Annum. Pay.	DRILL SHIPS. Total per Annum. Allowances.	COAST GUARD on Shore. No. of each Rank.	COAST GUARD on Shore. Total per Annum. Pay.	COAST GUARD on Shore. Total per Annum. Allowances.	TROOP SHIPS (for Indian Service, Overland Route.) No. of each Rank.	TROOP SHIPS (for Indian Service, Overland Route.) Total per Annum. Pay.	TROOP SHIPS (for Indian Service, Overland Route.) Total per Annum. Allowances.	TOTAL Number of each Rank.	TOTAL AMOUNT of EACH RANK. Pay.	TOTAL AMOUNT of EACH RANK. Allowances.	TOTAL CHARGE.	RANK.
	£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.	£.	
76	17,720	824	76	16,118	942	37	7,149	613	32	11,224	493	133	37,269	164	108	22,710	1,980	3,434	738,209	49,889	788,098	TOTAL, COMMISSIONED OFFICERS—brought forward.
																						SUBORDINATE OFFICERS:
2	64		–	– –	–		–	–	–	–	–	–		–	–	– –	–	647 (Including 48 for training.)	20,664	–	20,664	Midshipmen.
–	–		1	73		1	73					–	–		1	365	–	92	6,716	–	6,716	Clerks.
2	100	–	4	260	–	4	260	–	–		–	–	–	–	–	– –	–	96	6,219	–	6,219	Navigating Midshipmen.
–	–	–	–	– –	–	–	–	–	–	–		–	–		–	– –	–	9	246		246	Second Mates.
–	–	–	–	– –	–	–	–	–	–	–	–	–	–	–	–	– –	–	13	712	–	712	Second Mates.
–	–	–	–	– –	–	–	–	–	–	–	–	–	–	–	–	– –	–	159 (Including 126 for training.)	2,660	–	2,660	Naval Cadets. (*Vide* page 170, for the number admitted during the year.)
–	–	–	–	– –	–	–	–	–	–	–	–	–	–	–	–	– –	–	15 (For training.)	251	–	251	Navigating Cadets.
–	–	–	1	46	–	3	137	–	–	–	–	–	–	–	–	– –	–	16	731	–	731	Assistant Clerks.
4	173	–	6	379	–	8	470	–	–	–	–	–	–	–	5	365	–	1,041 (Including 190 Midshipmen, Naval and Navigating Cadets for training.)	38,199	–	38,199	TOTAL, SUBORDINATE OFFICERS.
																						WARRANT OFFICERS:
1	91	–	24	2,028	18	10	949	4	15	1,006	9	–	–	–	35	3,467	22	1,102	114,737	716	115,453	Gunners. Boatswains. Carpenters.
–	–	–	–	– –	–	–	–	–	–	–	–	1	128	–	–	– –	–	1	128	–	128	Gunner, serving as Inspecting Officer.
–	–	–	–	– –	–	–	–	–	–	–	–	201	22,000	–	–	– –	–	207	22,000	–	22,000	Chief Officers, 2nd Class.
–	13	–	–	338	–		338	–	–	297	–	–	–	–	–	480	–	–	12,500	–	12,500	For Improved Pay to Warrant Officers.
1	104	–	24	2,961	18	10	1,087	4	15	1,813	9	202	22,137	–	35	3,[illegible]	22	1,[illegible]	149,[illegible]	716	150,[illegible]	
–	–	–	–	– –	–	–	–	–	–	–	–	–	–	–	–	– –	–	196	20,476	–	20,476	Deduct.—For Warrant Officers to be pensioned.
1	104	–	24	2,961	18	10	1,087	4	15	1,813	9	202	22,137	–	35	3,[illegible]	22	1,[illegible]	128,[illegible]	716	129,[illegible]	TOTAL, WARRANT OFFICERS.
81	17,997	824	103	19,458	960	55	8,706	617	47	13,037	502	135	59,406	164	148	27,[illegible]	2,002	1,[illegible] (Including 190 Midshipmen, Naval and Navigating Cadets for training.)	903,[illegible]	[illegible]	903,[illegible]	TOTAL, COMMISSIONED, WARRANT, and WARRANT OFFICERS, carried forward.

APPENDIX, No. 1.—

RANK.	PAY OF EACH RANK. —	Daily. £. s. d.	Annual. £. s. d.	ALLOWANCES OF EACH RANK. Nature.	Daily. £. s. d.	Annual. £. s. d.	EFFECTIVE, FOR GENERAL SERVICE. No. of each Rank.	Total per Annum. Pay. £.	Allowances. £.	FIRST RESERVE SHIPS, including Tenders (formerly Coast Guard District Ships and Cruizers). No. of each Rank.	Total per Annum. Pay. £.	Allowances. £.	GUNNERY, and TRAINING SHIPS. Number of each Rank.	Total per Annum. Pay. £.	Allowances. £.	STATIONARY, RECEIVING and DEPOT SHIPS (excluding Yachts). No. of each Rank.	Total per Annum. Pay. £.	Allowances. £.
	TOTAL OF COMMISSIONED, SUBORDINATE, AND WARRANT OFFICERS—brought forward						2,400	448,574	32,255	289	56,060	2,801	542*	61,451	3,486	1,583	193,598	6,994
PETTY OFFICERS AND SEAMEN, &c.:													* (Including 190 Midshipmen, Naval and Navigating Cadets, for training.)					
Petty Officers, Leading Seamen, &c.	At various Rates, according to their Classes, &c., from 30 *l.* 8 *s.* 4 *d.* to 109 *l.* 10 *s.* per annum			Gratuities, to— Head Naval Schoolmasters of Training Ships (5)		20 – –												
				Ditto for Pupil Teachers instructed		3 *l.* for one, 9 *l.* for two, 12 *l.* for three, &c.												
				Men acting as Sick Berth Attendants		6 1 8												
				Additional Pay, to— Gunnery Instructors		12 3 4												
				Seamen—Gunners 1st Class		6 1 8	9,206			715			1,218			1,494		
				Seamen—Gunners 2nd "		3 – 10												
				Trained Men in Gunnery		1 10 5												
				Carpenters' Mates in "Circe" Training Ship		9 2 6		639,928	35,242		58,225	2,915 (The *Special* Allowance to Chief Quartermasters in Command of Tenders (Cruizers), is provided for in a separate item, "Special Pay, &c." For Particulars, *see* Statement (A. 2), page 165.)		76,933	7,881		101,884	3,324
				Seamanship Instructors		9 2 6												
				Rifle Instructors		12 3 4												
				Men acting as Naval Schoolmasters		5 – –												
Able, Ordinary, and 2nd Class Ordinary Seamen, &c.	At various Rates, according to their Ratings, from 16 *l.* 14 *s.* 7 *d.* to 28 *l.* 17 *s.* 11 *d.* per annum			Tool Money, to— Chief Carpenters' Mates, and other like Artificers		4 11 3	11,544			1,080			991			1,599		
				Coopers, and Coopers' Crews		3 – 10												
				Victualling—Store, and Cooking Allowances to— Ships' Stewards	At various Rates, according to their Classes, or the Rate of the Ship, from 6 *l.* 1 *s.* 8 *d.* to 54 *l.* 15 *s.* per annum													
				Ditto - ditto Assistants														
				Ditto, Cooks														
Chief Boatmen in charge of Stations	In Coast Guard Service *on Shore*	– 2 2	30 10 10	Additional Pay	– 1 –	18 5 –	–	–	–	–	–	–	–	–	–	–	–	–
Chief Boatmen of Stations	– – ditto	– 2 2	39 10 10	Additional Pay, to— Gunnery Instructors	– – 8	12 3 4												
Commissioned Boatmen of Stations	– – ditto	– 1 9	31 18 9	Seamen—Gunners 1st Class	– – 4	6 1 8												
Boatmen of Stations	– – ditto	– 1 7	28 17 11	Seamen—Gunners 2nd "	– – 2	3 – 10	–	–	–	–	–	–	–	–	–	–	–	–
Divisional Carpenters	– – ditto	– 2 9	50 3 9	Trained Men in Gunnery	– – 1	1 10 5												
Clerks to Paymasters and Inspecting Commanders	– – ditto	– –	78 5 – 70 8 6	– – – – – –	– –	– –	–	–	–	–	–	–	–	–	–	–	–	–
	TOTAL, PETTY OFFICERS AND SEAMEN, &c.						20,750	639,928	35,242	1,825	58,225	2,915	2,209	76,933	7,881	3,093	101,884	3,324
	TOTAL of all CLASSES (except Flag Officers, &c., and Boys)						23,150	1,088,502	67,497	2,114	114,285	5,716	2,751	138,384	11,367	4,676	295,182	10,320
Boys	At Rates, according to their Classes, viz., 1st Class, 10 *l.* 12 *s.* 11 *d.*, and 2nd Class, 9 *l.* 2 *s.* 6 *d.* per annum			Allowance to Pupil Teachers in Training Ships, subject to conditions as to conduct and proficiency — 1st Year's Service	– – 2	3 – 10												
				2nd ditto	– – 4	6 1 8												
				3rd ditto	– – 6	9 2 6												
				4th ditto	– – 8	12 3 4	3,448	36,706	–	252	2,621	– –	3,130 (Including 3,000 for training.)	28,628	233	76	790	–
				Tool Money at the rate of 3 *s.* 6 *d.* a month to Boys Training for Carpenters' Crews in the "Circe," Tender to "Impregnable"														
	TOTAL of all CLASSES (except Flag Officers, &c.)						26,598	1,125,208	67,497	2,366	116,906	5,716	5,881 (Including 190 Midshipmen, Naval and Navigating Cadets, and 5,000 Boys for training.)	167,012	11,600	4,752	296,272	10,320
								£. 1,192,705			£. 122,622			£. 178,612			£. 306,592	

N.B.—Fractional parts of a Pound are not shown in the Totals of the several Ranks and Ratings.

EXPLANATORY STATEMENT (A. 1)—*continued.*

SURVEYING VESSELS.			TROOP SHIPS. (Imperial Service).			STORE SHIPS.			DRILL SHIPS.			COAST GUARD *on Shore.*			TROOP SHIPS (for Indian Service, Overland Route).			TOTAL Number of each Rank.	TOTAL AMOUNT of EACH RANK.		TOTAL CHARGE.	RANK.
No. of each Rank.	Total per Annum. Pay.	Allowances.	No. of each Rank.	Total per Ann. Pay.	Allowances.	No. of each Rank.	Total per Ann. Pay.	Allowances.	No. of each Rank.	Total per Ann. Pay.	Allowances.	No. of each Rank.	Total per Ann. Pay.	Allowances.	No. of each Rank.	Total per Ann. Pay.	Allowances.		Pay.	Allowances.		
	£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.	£.	
81	17,997	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	617	43	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	* [illegible]	[illegible]	[illegible]	[illegible]	TOTAL of COMMISSIONED, SUBORDINATE, and WARRANT OFFICERS—brought forward.
																		* (Including 190 Midshipmen, Naval and Navigating Cadets, for training.)				
																						PETTY OFFICERS AND SEAMEN, &c.:
111	7,293	270	291	18,976	490 (Including Good Conduct Badge Pay.)	118	7,564	248	148	9,182	791	-	-	-	649	34,194	1,366 (Including Good Conduct Badge Pay.)	13,980	954,179	52,529	1,006,708	Petty Officers, Leading Seamen, &c.
111			285			117			100			-			468			16,295				Able, Ordinary, and 2nd Class Ordinary Seamen, &c.
-	-	-	-	-	-	-	-	-	-	-	-	240	9,490	4,380	-	-	-	240	9,490	4,380	13,870	Chief Boatmen in charge of Stations.
-	-	-	-	-	-	-	-	-	-	-	-	3,712	117,270	6,604	-	-	-	3,712	117,270	6,604	123,874	Chief Boatmen of Stations. Commissioned Boatmen of Stations. Boatmen of Stations. Divisional Carpenters.
-	-	-	-	-	-	-	-	-	-	-	-	8 5	626 352	- -	-	-	-	8 5	626 352	- - - -	626 352	Clerks to Paymasters and Inspecting Commanders.
222	7,293	270	576	18,976	490	235	7,564	248	248	9,182	791	3,965	127,738	10,984	1,117	34,194	1,366	34,240	1,081,917	63,513	1,[illegible]45,430	TOTAL, PETTY OFFICERS AND SEAMEN, &c.
303	25,290	1,094	679	38,434	1,450	290	16,270	865	295	22,219	1,293	4,300	187,144	11,148	1,265	61,219	3,368	* 39,823	1,987,229	114,118	2,101,347	TOTAL of all CLASSES (except Flag Officers, &c., and Boys).
																		* (Including 190 Midshipmen, Naval and Navigating Cadets, for training.)				
16	170	-	51	543	-	27	288	-	-	-	-	-	-	-	5	53	-	7,005 (Including 3,000 for training.)	69,799	233	70,032	Boys.
319	25,460	1,094	730	38,977	1,450	317	16,558	865	295	22,219	1,293	4,300	187,144	11,148	1,270	61,272	3,368	46,828 (Including 190 Midshipmen, Naval and Navigating Cadets, and 3,000 Boys for training.)	2,057,028	114,351	2,171,379	TOTAL of all CLASSES (except Flag Officers, &c.).
	£. 26,554			£. 40,427			£. 17,423			£. 23,512			£. 198,292			£. 64,640						
FLAG OFFICERS AND SUPERINTENDENTS OF DOCKYARDS, &c., brought from page 148 - -																		172	37,921	22,203	60,124	Flag Officers, &c., brought from page 148.
TOTALS of all SERVICES - - -																		47,000	2,094,949	136,554	2,231,503	TOTALS of all SERVICES.

FOR ABSTRACT OF THE FOREGOING STATEMENT, *See next page.*

APPENDIX, No. 1.—

ABSTRACT of the foregoing STATEMENT, showing the TOTAL NUMBER and AMOUNT

HEADS OF SERVICE.	FLAG OFFICERS, &c.			OFFICERS SUPERINTENDING DOCKYARDS, &c.			COMMISSIONED OFFICERS, &c.			SUBORDINATE OFFICERS.			WARRANT OFFICERS.		
	No.	Pay.	Allowances.	No.	Pay.	Allowances.	No.	Pay.	Allowances.	No.	Pay.	Allowances.	No.	Pay.	Allowances.
		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.
FLAG OFFICERS, &c.	143	30,302	18,964	29	7,619	3,239	-	-	-	–	-	–	-	-	-
EFFECTIVE, for General Service	–	-	-	–	-	-	1,820	403,420	31,981	336	15,255	–	244	29,899	274
FIRST RESERVE SHIPS, including TENDERS (formerly Coast Guard District Ships and Cruisers)	–	-	-	–	-	-	214	47,422	2,760	21	1,323	–	54	7,315	41
GUNNERY, and TRAINING SHIPS	–	-	-	–	-	-	183	38,662	3,376	198 (including 190 Midshipmen, Naval and Navigating Cadets for Training.)	4,142	–	161	18,647	110
STATIONARY SHIPS, &c.	–	-	-	–	-	-	758	136,515	6,756	463	16,092	–	362	40,991	238
SURVEYING VESSELS	–	-	-	–	-	-	76	17,720	824	4	173	–	1	104	-
TROOP SHIPS (Imperial Service)	–	-	-	–	-	-	73	16,118	942	6	379	–	24	2,961	18
STORE SHIPS	–	-	-	–	-	-	37	7,149	613	8	470	–	10	1,087	4
DRILL SHIPS	–	-	-	–	-	-	32	11,224	493	–	-	–	15	1,813	9
TOTALS	143	30,302	18,964	29	7,619	3,239	3,193	678,230	47,745	1,036 including 190 for Training, as above.	37,834	–	871	102,817	694
Numbers and Amounts for Her Majesty's Fleet, as provided for in the body of the Estimate (page 7)	No. 143 - £. 49,266			No. 29 - £. 10,858			No. 3,193 - £. 725,975			No. 1,036 - £. 37,834 (including for Training, as above.)			No. 871 - £. 103,511		
COAST GUARD SERVICE *ON SHORE*	–	-	-	–	-	-	133	37,269	164	–	-	–	202	22,137	-
*TROOP SHIPS FOR INDIAN SERVICE, OVERLAND ROUTE	–	-	-	–	-	-	108	22,710	1,980	5	365	–	35	3,959	22

	Number.	Amount.	
		£.	
* *Note.*—For the two ships on the European side of the Isthmus of Suez	472	25,739	Three-fifths of this amount, viz., £. 15,443, the proportion to be borne by the Indian Government, is deducted from Vote No. 1. *Vide* next page.
For the three ships on the Indian side of the Isthmus of Suez	798	38,901	The whole of this amount is deducted from Vote No. 1. *Vide* next page. †
TOTAL	1,270	64,640	

EXPLANATORY STATEMENT (A. 1)—*continued.*

of each CLASS, &c., as provided for in the body of the Estimate, at page 8.

PETTY OFFICERS AND SEAMEN.			TOTAL.			TOTAL.	BOYS.			GRAND TOTAL.		HEADS OF SERVICE.
No.	Pay.	Allowances.	No.	Pay.	Allowances.	Pay and Allowances.	No.	Pay.	Allowances.	No.	Pay and Allowances.	
	£.	£.		£.	£.	£.		£.	£.		£.	
-	- -	- -	172	37,921	22,203	60,124	-	-	- -	172	60,124	FLAG OFFICERS, &c.
20,750	680,928	35,242	23,150	1,088,502	67,497	1,155,999	3,148	36,706	- -	26,598	1,192,705	EFFECTIVE, for General Service.
1,825	58,225	2,915	2,114	114,285	5,716	120,001	252	2,621	- -	2,366	122,622	FIRST RESERVE SHIPS, including TENDERS (formerly Coast Guard District Ships and Cruisers).
2,209	70,938	7,881	2,751	138,384	11,367	149,751	3,130 (including [illegible] for Training)	28,628	233	5,881	178,612	GUNNERY, and TRAINING SHIPS.
3,093	101,884	3,326	4,676	295,482	10,320	305,802	76	790	- -	4,752	306,592	STATIONARY SHIPS, &c.
222	7,293	270	303	25,290	1,094	26,384	16	170	- -	319	26,554	SURVEYING VESSELS.
576	18,976	490	679	38,434	1,450	39,884	54	543	- -	730	40,427	TROOP SHIPS (Imperial Service).
235	7,564	248	290	16,270	865	17,135	27	288	- -	317	17,423	STORE SHIPS.
248	9,182	791	295	22,219	1,293	23,512	- - -	- -	- -	295	23,512	DRILL SHIPS.
29,158	919,985	51,163	34,430	1,776,787	121,805	1,898,592	7,000 (including [illegible] for Training)	69,746	233	41,430	1,968,571	TOTALS.
No. [illegible] - £. [illegible]			No. 34,430 - £. 1,898,592				No 7,000 - - £. 69,979 (including Ships for Training, as above.)			No. 41,430 - £. 1,968,571		Numbers and Amounts for Her Majesty's Fleet, as provided for in the body of the Estimate (page 7).
[illegible]	[illegible]	[illegible]	[illegible]	187,144	11,148	198,292	- - -	- -	- -	No. 4,300	£. 198,292	COAST GUARD SERVICE *ON SHORE.* Total Number and Amount, as provided for in the body of the Estimate (page 7).
TOTAL for HER MAJESTY'S FLEET and COAST GUARD SERVICE, as provided for in the body of the Estimate (page 7) -										No. 45,730	£. 2,166,863	
1,117	34,194	1,366	1,265	61,219	3,368	64,587	5	53	- -	No. 1,270	£. 64,640	TROOP SHIPS FOR INDIAN SERVICE, OVERLAND ROUTE. Total Number and Amount as provided for in the body of the Estimate (page 8).*

TOTAL of all SERVICES, as provided for in the body of the Estimate (page 8) - - - - - - - -		No. 47,000	£. 2,231,503
Add,—Special Pay and Allowances, as per Statement (A. No. 2) annexed (page 165) - - - - - - - - - -		- - -	24,472
Estimated Cost of Good Conduct Pay, &c., as shown in the body of the Estimate (page 9) - - - - - - - -		- - -	47,300
Estimated Expense of raising Men and Boys for the Fleet, as shown in the body of the Estimate (page 8) - - - -		- - -	1,700
TOTAL AMOUNT, as provided for in the body of the Estimate, of "WAGES, &c. to SEAMEN" (page 8) -		- - -	2,304,975
DEDUCT, as follows, viz.:—		£.	
The Pay and Allowances of Officers superintending Her Majesty's Dockyards and Naval Establishments, and their Retinues; provision for the same being made in the Estimate for Dockyards, &c. (Vote 6, page 31), as part of the cost of those Establishments - - - - - - - - - - - - - - - - -		10,858	
The Pay and Allowances of Officers and Men (except Marines), belonging to the Navy, borne on Ships' Books for Service in Naval Establishments on Shore; provision for the same being made in the respective Estimates for such Establishments (Votes 3 to 17).—*See* Detailed List at page 162 - - - - - - - - - - - - - - -		[illegible]	
†The Pay and Allowances of the Officers and Crews (except Marines) of the Troop Ships for Indian Service, Overland Route, to be defrayed by the Indian Government, viz.:—	£.		
Three-fifths of the Expense of the two Ships on the European side of the Isthmus of Suez - - - - -	15,443		
The whole Expense of the three Ships on the Indian side of the Isthmus of Suez - - - - - -	38,901		
		54,344	
			89,194
NET TOTAL WAGES &c., to SEAMEN in FLEET and COAST GUARD SERVICE, &c. - - - - - - -		£.	2,215,781

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A. 1)—*continued.*

LIST of PERSONS, *belonging to the NAVY*, borne on SHIPS' BOOKS for SERVICE in NAVAL SHORE ESTABLISHMENTS, whose Pay and Allowances are Deducted from Vote 1 (*See* Page 8), and Provided for in the Votes for such Establishments to which they properly belong, as specified against them.

No.	RANK.	Ship in which Borne.	For what Service Borne.	Pay and Established Allowances.	£. s. d.	Special Additional Allowances. (*See* Appendix No. 2, pp. 165 to 169) £. s. d.	—
1	Deputy Inspector of Hospitals and Fleets	H.M.S. Fisgard	For Service with Medical Director General, at Somerset House	Pay	584 – –	18 6 –	Carried to Vote 3
1	Chief Inspector of Machinery Afloat	- ditto -	For Service in Controller of the Navy's Department, at Whitehall	„	450 3 4	– –	
2			TOTAL £.		1,034 3 4	18 6 –	
1	Inspector of Machinery Afloat	H.M.S. Excellent	Portsmouth Royal Naval College	Pay	450 3 4	– –	
1	Chaplain	- - ditto - -	- - ditto - - - ditto - -	„	292 – –	– –	
3	Naval Instructors	- - ditto - -	- - ditto - - - ditto - -	„	821 5 –	460 2 6	
1	College Steward	- - ditto - -	- - ditto - - - ditto - -	„	28 17 11	– –	
3	College Servants	- - ditto - -	- - ditto - - - ditto - -	„	59 6 3	– –	
10	College Servants (Boys)	- - ditto - -	- - ditto - - - ditto - -	„	106 9 2	– –	
1	Captain, Royal Marine Artillery	- - ditto - -	- - ditto - - - ditto - -	„	220 10 5	– –	Carried to Vote 8
1	Gunner, Royal Marine Artillery (Servant)	- - ditto - -	- - ditto - - - ditto - -	„	29 5 6	– –	
1	Staff Commander	H.M.S. Fisgard	Superintendent of Compasses, Hydrographic Department	„	301 2 6	– –	
4	Staff Commanders	- - ditto - -	Naval Assistants to Hydrographer	„	1,405 5 –	– –	
1	Navigating Lieutenant	- - ditto - -	Hydrographic Department	„	255 10 –	– –	
1	Chaplain	- - ditto - -	Assistant to Director of Education	„ Allowance	255 10 – 136 17 6	– – – –	
28			TOTAL		4,362 2 7	460 2 6	
1	Carpenter	H.M.S. Forte	Naval Yard, Trincomalee	Pay Allowance	127 15 – 4 11 3	– – – –	
1	Assistant Surgeon	H.M.S. Nankin	Pembroke Dockyard	Pay	228 2 6	– –	
1	Boatswain	- - ditto - -	- ditto - ditto - - - -	„	109 10 –	– –	
2	Seamen	- - ditto - -	Service in "Alarm," Coal Depôt at Pembroke	„	57 15 10	– –	
1	Seaman	- - ditto - -	Keeper of "Hope," Yard Craft at Pembroke	„	28 17 11	– –	
1	Engineer	- - ditto - -	Service in "Widgeon," Dockyard Tug at Pembroke	„ Allowance	164 5 – 18 5 –	– – – –	
1	Assistant Engineer	- - ditto - -	- - ditto - - - ditto - -	Pay	136 17 6	– –	
1	Engineer's Servant	- - ditto - -	- - ditto - - - ditto - -	„	24 6 8	– –	
1	Chief Engineer	H.M.S. Pembroke	Chatham Dockyard	„	328 10 –	– –	Carried to Vote 6
1	Assistant Surgeon	- - ditto - -	- ditto - ditto - - - -	„	228 2 6	– –	
1	Surgeon, in lieu of an Assistant Surgeon	H.M.S. Pembroke	Sheerness Dockyard	„	365 – –	– –	
1	Carpenter	H.M.S. Prss. Charlotte	Hong Kong Dockyard (acting as Master Shipwright)	„ Allowance	91 5 – 4 11 3	– – – –	
37	Officers and Men	- - ditto - -	Hong Kong Dockyard	Pay Allowances	2,864 19 6 36 10 –	344 2 6 for Staff Commander.	
–	Chinese Lightermen (2)	- - ditto - -	Hong Kong Dockyard, for service in Coal Lighter, "Forester"	Special Pay	– –	40 16	
1	Paymaster	- - ditto - -	Naval Establishment at Shanghai	Pay	249 8 4	297 10 –	
1	Carpenter	- - ditto - -	- - ditto - - - ditto - -	„ Allowance	91 5 – 4 11 3	45 12 6	
2	Ship's Stewards	- - ditto - -	- - ditto - - - ditto - -	Pay	196 3 9	18 5 –	
54			Carried forward £.		5,360 13 3	746 6 –	

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A. 1)—*continued.*

No.	RANK.	Ship in which Borne.	For what Service Borne.	Pay and Established Allowances.		Special Additional Allowances. (*See* Appendix No. 2, pp. 165.)	
					£. s. d.	£. s. d.	
54	- - - - - - -	- - - -	- - - - - - Brought forward - - -		5,360 13 3	746 6 -	
1	Cooper - - - -	H.M.S. Prss. Charlotte	Naval Establishment at Shanghai -	Pay -	41 1 3	- -	
				Allowance	3 - 10	- -	
-	Natives (21) - - -	Not on Ships' books	Naval Yard at Shanghai - - - -	Special Pay	- - -	584 - -	
1	Surgeon - - - -	H.M.S. Royal Alfred	Bermuda Dockyard - - -	Pay -	401 10 -	- -	
15	Officers, Artificers, &c. -	H.M.S. Terror -	- - ditto - - - - -	„ -	786 5 5	- -	
				Allowances	18 5 -	- -	
1	Assistant Surgeon - -	- - ditto - -	In charge of Seamen in Bermuda Dockyard - - - - - -	Pay -	182 10 -	- -	Carried to Vote 6.
53	Officers and Men - - -	H.M.S. Seringapatam	Cape of Good Hope Dockyard -	„ -	2,748 2 11	- -	
				Allowances	38 - 5	12 - -	
1	Engineer - - - -	H.M.S. Wizard -	Gibraltar Dockyard - - -	Pay -	164 5 -	- -	
2	Seamen - - - -	H.M.S. Mersey -	Service in "Wolf," Coal Depôt at Queenstown - - - -	„ -	57 15 10	- -	
128			TOTAL - - - £.		9,801 9 11	1,342 6 -	
1	Carpenter - - - -	H.M.S. Fisgard -	Deptford Victualling Yard - -	Pay -	127 15 -	- -	Carried to Vote 7.
				Allowance	4 11 3	- -	
1	Cooper - - - -	H.M.S. Terror -	Bermuda Victualling Yard - -	Pay -	41 1 3	- -	
				Allowance	3 - 10	- -	
2			TOTAL - - - £.		176 8 4	- -	
1	Assistant Surgeon - -	H.M.S. Achilles -	Sick quarters, Portland - - -	Pay -	228 2 6	- -	Carried to Vote 8.
1	Sick Berth Steward - -	- - ditto - -	- - ditto - ditto - - -	„ -	44 2 1	- -	
1	Sick Berth Attendant -	- - ditto - -	- - ditto - ditto - - -	„ -	31 18 9	- -	
1	Surgeon - - - -	H.M.S. Duke of Wellington -	Lisbon Hospital - - - -	„ -	365 - -	- -	
1	Ship's Corporal - - -	- - ditto - -	- - ditto - - - - -	„	54 15 -	- -	
1	Private, Royal Marines -	- - ditto - -	- - ditto - - - - -	„ -	24 6 8	- -	
1	Surgeon - - - -	H.M.S. Forte -	Naval Medical Depôt, Trincomalee -	„ -	365 - -	30 - -	
1	Assistant Surgeon - -	H.M.S. Hibernia -	Malta Hospital - - - -	„ -	228 2 6	- -	
1	Surgeon - - - -	H.M.S. Ocean -	Yokohama Naval Hospital - -	„ -	365 - -	2 2 -	
1	Assistant Surgeon - -	- - ditto - -	- - ditto - ditto - - -	„ -	228 2 6	- -	
1	Sick Berth Steward - -	- - ditto - -	- - ditto - ditto - - -	„ -	44 2 1	- -	
1	Sick Berth Attendant -	- - ditto - -	- - ditto - ditto - - -	„ -	31 18 9	- -	
1	Ward-room Officer's Servant	- - ditto - -	- - ditto - ditto - - -	„ -	19 15 5	- -	
1	Bombardier, Royal Marine Artillery - - -	- - ditto - -	- - ditto - ditto - - -	„ -	42 11 8	- -	
3	Privates, Royal Marines -	- - ditto - -	- - ditto - ditto - - -	„ -	73 - -	- -	
1	Surgeon - - - -	H.M.S. Pembroke -	Melville Hospital at Chatham - -	„ -	319 7 6	- -	
1	Staff Surgeon - - -	- - ditto - -	Marines, Deal - - - -	„ -	492 15 -	- -	
1	Assistant Surgeon - -	- - ditto - -	- - ditto - - - - -	„ -	228 2 6	- -	
1	Assistant Surgeon -	H.M.S. Prss. Charlotte	Hong Kong, "Melville" Hospital Ship	„ -	228 2 6	- -	
28	Seamen and Marines -	- - ditto - -	- - ditto - - - ditto - -	„ -	691 19 7	- -	
				Allowance	4 11 3	- -	
1	Sick Berth Steward - -	H.M.S. Royal Alfred	Halifax Sick Quarters - - -	Pay -	44 2 1	- -	
5	Officers and Marines - -	H.M.S. Seringapatam	Cape of Good Hope Hospital - -	„ -	325 9 2	- -	
5	Seamen and Marines, as Nurses - - - -	H.M.S. Terror -	Bermuda Hospital - - - -	„ -	135 7 1	- -	
1	Sick Berth Steward - -	H.M.S. Zealous -	Naval Hospital, Vancouver's Island (in charge of Buildings, &c.) -	„ -	44 2 1	- -	
61			TOTAL - - - £.		4,659 16 8	32 2 -	

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A. 1)—*continued.*

No.	RANK.	Ship in which Borne.	For what Service Borne.	Pay and Established Allowances.	£. s. d.	Special Additional Allowances, (*See* Appendix No. 2, p. 115). £. s. d.	
1	Chaplain	H.M.S. Duke of Wellington	Marines—Fort Cumberland	Pay	292 – –	54 15 –	Carried to Vote 9.
1	Chaplain	ditto	ditto Gosport	„	273 15 –	54 15 –	
1	Chaplain	H.M.S. Pembroke	ditto Chatham	„	292 – –	– –	
1	Chaplain	H.M.S. Royal Adelaide	ditto Devonport	„	292 – –	– –	
4			TOTAL £.		1,149 15 –	109 10 –	
167	Officers, Artificers, &c.	H.M.S. Terror	Bermuda—for Works	Pay	5,199 14 7	– –	Carried to Vote 11.
				Allowances	27 7 6	– –	
1	Foreman to Clerk of Works	H.M.S. Princess Charlotte	Hong Kong ditto	Pay	30 8 4	– –	
				Allowances	4 11 3	– –	
168			TOTAL £.		5,262 1 8	– –	
1	Staff Surgeon	H.M.S. Fisgard	Special Service under Contagious Diseases' Act	Pay	492 15 –	– –	Carried to Vote 12.
1	Surgeon	H.M.S. Ocean	Special Service, Lock Hospital, China and Japan	„	401 10 –	– –	
2			TOTAL £.		894 5 –	– –	
1	Master at Arms	H.M.S. Princess Charlotte	Hong Kong Naval Prison	Pay	91 5 –	– –	Carried to Vote 13.
3	Ship's Corporals	ditto	ditto ditto	„	146 5 –	– –	
1	Gunner's Mate	H.M.S. Hibernia	Malta Naval Prison	„	39 10 10	– –	
5			TOTAL £.		277 – 10	– –	
2	Kroomen	H.M.S. Seringapatam	Admiral's House and Garden, Cape of Good Hope	Pay	59 6 3	– –	Carried to Vote 14.
1	Gardener	H.M.S. Terror	Commander in Chief's Residence, Bermuda	„	24 6 8	– –	
3			TOTAL £.		83 12 11	– –	
2	Chief Carpenters	H.M.S. Fisgard	Transport Service	Pay	328 10 –	– –	Carried to Vote 17.
				Allowances	9 2 6	– –	
			TOTAL £.		337 12 6	– –	

ABSTRACT.

(Exclusive of Special Additional Allowances *See* *).

Number of Vote to which Carried	SEAMEN. Number.	SEAMEN. Amount. £. s. d.	MARINES. Number.	MARINES. Amount. £. s. d.
3	2	1,034 3 4	—	—
5	26	4,112 6 8	2	249 15 11
6	120	9,600 14 11	8	200 15 –
7	2	176 8 4	—	—
8	50	4,373 18 4	11	285 18 4
9	4	1,149 15 –	—	—
11	54	1,952 15 –	114	3,309 6 8
12	2	894 5 –	—	—
13	5	277 – 10	—	—
14	3	83 12 11	—	—
17	2	337 12 6	—	—
	270	23,992 12 10	135	4,045 15 11

	£. s. d.	
TOTAL No. 405	28,038 8 9	Amount as deducted at the foot of the Estimate for Vote No. 1, p. 10.
*Total of Special Additional Allowances (for details, *see* Appendix, No. 2, p. 165.)	1,962 6 6	Amount as deducted from the Item of "Special Pay, &c.," in Vote No. 1, p. 8.
TOTAL transferred to other Votes £.	30,000 15 3	

Appendix, No. 2.

EXPLANATORY STATEMENT (A. 2).

Special Pay and Allowances to Officers and Others for the Particular Services specified.

[*Note.*—The following, being of an exceptional character, are not included with the Pay and *Established* Allowances of the Fleet, &c., in the previous portion of this Statement.]

Number. 1869-70.	Number. 1870-71.	RANK.	DESCRIPTION OF PAY, &c.	TOTAL AMOUNT. 1870-71.	TOTAL AMOUNT. 1869-70.
				£. s. d.	£. s. d.
1	1	Vice Admiral of Great Britain and Ireland.	By Patent	434 1 9	434 1 9
1	1	Rear Admiral of Great Britain and Ireland.	By Patent	342 9 –	342 9 –
			Daily. / Annual.		
1	1	Naval Aides-de-Camp to Her Majesty	Principal £.1 – – / £.365 – –	365 – –	365 – –
6	6	Naval Aides-de-Camp to Her Majesty	Senior 10 – / 182 10 –	1,095 – –	1,095 – –
		Rio de Janeiro:			
1	1	Navigating Lieutenant of Her Majesty's Ship "Egmont," at Rio de Janeiro.	Allowance, in addition to his Pay, for charge of Naval Stores	60 – –	60 – –
1	1	Surgeon of - ditto - at ditto -	Allowance, in addition to his Pay, for charge of Medical Stores of the Squadron on South East Coast of America Station	30 – –	30 – –
1	1	Paymaster of - ditto - at ditto -	Allowance, in addition to his Pay, for charge of Victualling Stores	60 – –	60 – –
		Valparaiso:			
1	1	Staff Commander of Her Majesty's Ship "Nereus," Store Depôt at Valparaiso.	Allowance, in addition to his Pay, for charge of Naval Stores, including 5*l.* in lieu of Stationery, &c., and 10*l.* in lieu of Postage	115 – –	120 – –
1	1	Assistant Paymaster of ditto at ditto	Allowance, in addition to his Pay, for charge of Medicines, &c., for issue to the Squadron on the Pacific Station, including 5*l.* in lieu of stationery	25 – –	20 – –
		Esquimalt (Vancouver's Island):			
1	–	*Surgeon in charge of Temporary Naval Hospital at Esquimalt, borne in Her Majesty's Ship "Zealous."*	*Allowance, in addition to his Pay, for charge of Stores*	- -	*20 – –*
		Shanghai:			
1	1	Assistant Paymaster (additional), employed as Senior Officer's Clerk, borne in Her Majesty's Ship "Ocean."	Allowance, in addition to his Pay, of 2*s.* 6*d.* a day, or 45*l.* 12*s.* 6*d.* a year	45 12 6	45 12 6
		Port Jackson (New South Wales):			
1	1	Chief Petty Officer, borne in Her Majesty's Ship "Challenger."	Allowance, in addition to his Pay, of 6*d.* a day, or 9*l.* 2*s.* 6*d.* a year, for charge of Government Property on Garden Island	9 2 6	9 2 6
		Ascension:			
2	1	Cook employed in the Garrison Hospital at Ascension, borne in Her Majesty's Ship "Flora."	Allowance in addition to his Pay, of 1*s.* a day, or 18*l.* 5*s.* a year	18 5 –	36 10 –
1	1	Baker at Ascension, borne in ditto -	Allowance, in addition to his Pay as Captain's Cook, of 1*s.* a day, or 18*l.* 5*s.* a year	18 5 –	18 5 –
1	–	*Assistant Baker - ditto - ditto*	*Allowance, in addition to his Pay as Ordinary Seaman, of 9 d. a day, or 13 l. 13 s. 9 d. a year*	- -	*13 13 9*
1	1	Corporal of Royal Marines at Ascension, borne in ditto.	Allowance, in addition to his Pay, for acting as Schoolmaster on Shore	16 – –	16 – –
			Carried forward - - - £.	2,633 15 9	2,685 14 6

APPENDIX, No. 2.—EXPLANATORY STATEMENT (A. 2)—*continued.*

NUMBER. 1869-70.	NUMBER. 1870-71.	RANK.	DESCRIPTION OF PAY, &c.	TOTAL AMOUNT. 1870-71. £. s. d.	TOTAL AMOUNT. 1869-70. £. s. d.
		SPECIAL PAY AND ALLOWANCES—*continued.*	Brought forward - - -	2,633 15 9	2,685 14 6
		HER MAJESTY'S SHIP "EXCELLENT":			
1	1	Supernumerary Gunner, 2nd Class -	Allowance, in addition to his Pay, of 2*s.* 6*d.* for every hour he may be employed instructing Seamen in the use of Mr. Denayrouze's Diving Apparatus, under Water - - - -	10 - -	10 - -
1	1	Naval Schoolmaster - - -	Allowance in addition to his Pay - - -	20 - -	20 - -
2	-	*Monitors in lieu of Pupil Teachers*	*Allowance to each, in addition to his Pay, of 6d. a week, for service with Boys under training -*	- -	*2 12* -
		HER MAJESTY'S SHIP "BRITANNIA":			
1	1	Principal Naval Instructor - -	Salary, in addition to his Pay, in lieu of 9*l.* a year for each Naval Cadet instructed - - -	250 - -	250 - -
1	1	Second Naval Instructor - -	Ditto - - - ditto - - - ditto - -	200 - -	200 - -
6	6	Junior Naval Instructors - -	Allowance to each, in addition to his Pay, of 125*l.* a year as Tuition Money - - -	750 - -	750 - -
2	-	*Acting Naval Instructors* - -	*Allowance to each, in addition to his Pay, of 1s. 6d. a day, or 27l. 7s. 6d. a year, in lieu of Tuition Money* - - - - - -	- -	*54 15* -
2	2	French and Drawing Masters -	Salary, at the rate of 400*l.* a year each, for instructing Naval Cadets - - - - -	800 - -	800 - -
2	2	Assistant French and Drawing Masters.	Salary, at the rate of 200*l.* a year each, for instructing Naval Cadets - - - - -	400 - -	400 - -
1	1	Steward of Naval Cadets' Mess -	Allowance, in addition to his Pay, of 8*d.* a day, or 12*l.* 3*s.* 4*d.* a year, for charge of Naval Stores supplied to the Mess - - - -	12 3 4	12 3 4
1	1	Sailmaker - - - - -	Allowance, in addition to his Pay, of 6*d.* a day, or 9*l.* 2*s.* 6*d.* a year, for instructing Naval Cadets in Sailmaking - - - - -	9 2 6	9 2 6
		HER MAJESTY'S TRAINING SHIPS:			
5	5	Chaplains and Naval Instructors of Her Majesty's Training Ships for Boys, viz:—"St. Vincent," "Boscawen," 'Impregnable," "Implacable," and "Ganges."	Allowance to each, in addition to his Pay, of 60*l.* a year, in lieu of Tuition Money - -	300 - -	300 - -
15	15	Qualified Pupil Teachers in the above Ships.	For their Education and Maintenance while under Training at Chichester and Exeter Colleges, at the rate of 23*l.* a year each Pupil Teacher -	345 - -	345 - -
1	-	*Person performing the Duties of Barber at the Training Establishment, Gorey, Jersey.*	*Allowance of 2 l. per quarter, as there is no Barber borne in Her Majesty's Ship "Dasher," for such duty* - - - - - - -	- -	*8* - -
		HER MAJESTY'S SHIP "PEMBROKE":			
1	-	*Instructor of Engineers, borne in Her Majesty's Ship "Pembroke."*	*Pay, at the rate of 450 l. a year, inclusive of all Allowances, for Instructing Engineers in Steam Reserve, at Sheerness* - - -	- -	*450* - -
			Carried forward - - - £.	5,730 1 7	6,297 7 4

APPENDIX, No. 2.—EXPLANATORY STATEMENT (A. 2)—*continued.*

Numbers.		RANK.	DESCRIPTION OF PAY, &c.	TOTAL AMOUNT.	
1869-70.	1870-71.			1870-71.	1869-70.
				£. s. d.	£. s. d.
		SPECIAL PAY AND ALLOWANCES—*continued.*	Brought forward - - -	5,730 1 7	6,297 7 4
		LODGING MONEY:			
1	1	Secretary to Commander in Chief at Devonport - - - -	Lodging Money - - - - - -	50 - -	50 - -
1	1	Secretary to the Rear Admiral commanding at Cork - - -	Ditto - - - - - - -	50 - -	50 - -
1	-	*Secretary to Commodore Superintendent at Woolwich.*	*Ditto - - - - (for half the Year)*	- -	*25* -
1	1	Harbour Master at Portland, borne in Her Majesty's Ship "Duke of Wellington."	Ditto - - - - - - - -	50 - -	50 - -
1	1	Harbour Master at Falmouth, borne in Her Majesty's Ship "Royal Adelaide."	Ditto - - - - - - - -	50 - -	50 - -
2	-	*Lieutenants of "Bullfrog" and "Fervent," Tenders to "Castor" and "Dædalus" Drill Ships.*	*Ditto - - - (to each of 50 l. a year)*	- -	*100* - -
-	8	Commanders of Drill Ships of the Royal Naval Reserve.	Ditto - - - - - 80 *l.* „	640 - -	Provided for in Vote 4.
8	8	Staff Surgeons and Surgeons of ditto	Ditto - - - - - 50 *l.* „	400 - -	400 - -
8	8	Paymasters of ditto - - -	Ditto - - - - - ditto -	400 - -	400 - -
4	4	Stokers employed on Shore at the Portland Coal Depôt, borne in Her Majesty's Ship "Achilles."	Ditto to each, at the rate of 6 *d.* a day, or 9 *l.* 2 *s.* 6 *d.* a year - - - - -	36 10 -	36 10 -
		VARIOUS ALLOWANCES:			
-	-	Officers employed on board Her Majesty's Ships as Interpreters.	Allowance to each, in addition to his Pay, of 1 *s.* 6 *d.* a day, or 27 *l.* 7 *s.* 6 *d.* a year - -	100 - -	100 - -
-	-	Ward-room Officers of certain Ships, for messing Gun-room Officers who have no distinct Mess on board of their own.	Difference between the Subscriptions paid by Gun-room Officers and Ward-room Officers to their respective Messes - - - -	2,800 - -	2,800 - -
1	1	Staff Commander of Her Majesty's Ship "Pigmy."	Allowance, in addition to his Pay, for charge of Victualling Stores, there being no Assistant Paymaster in charge - - - - -	75 - -	75 - -
1	1	Staff Commander of Her Majesty's Yacht "Victoria and Albert."	Allowance, in addition to his Pay, for charge of the State Furniture on board the Royal Yacht	50 - -	50 - -
1	1	Ward-room Steward of ditto - -	Allowance, in addition to his Pay, for charge and proper keeping of Government Plate - -	10 - -	10 - -
26	18	Navigating Sub-Lieutenants in Her Majesty's Gunboats.	Allowance to each, in addition to his Pay, of 60 *l.* a year, for charge of Paymasters' and Warrant Officers' Stores and Accounts, there being no Officer of either of those Ranks borne in Gunboats - - - - - - - - -	1,080 - -	1,560 - -
1	1	Master of the "Grinder" borne in the Flag Ship at Portsmouth.	Allowance, in addition to his Pay, for assisting the Harbour Master at Portsmouth in carrying out the Dockyard Ports Regulation Act, of 2 *s.* 6 *d.* a day, or 45 *l.* 12 *s.* 6 *d.* a year - -	45 12 6	45 12
1	-	*Staff Surgeon Superintendent in a Convict Ship, not being a Commissioned Ship.*	*Pay at the rate of 24 s. a day - - - -*	- -	*438* - -
1	1	Writer, borne in Her Majesty's Ship "Indus."	Pay at the rate of 4 *s.* a day, or 73 *l.* a year -	73 - -	73 - -
1	1	Ditto - borne in Her Majesty's Ship "Egmont."	Pay at the rate of 4 *s.* 6 *d.* a day, or 82 *l.* 2 *s.* 6 *d.* a year - - - - - - - - -	82 2 6	82 2 6
1	1	Lithographer employed in the Office of the Commander in Chief at Portsmouth, borne in Her Majesty's Ship "Duke of Wellington."	Pay at the rate of 1 *l.* 1 *s.* a week - - -	54 12 -	54 12 -
			Carried forward - - - £.	11,776 18 7	12,747 4 4

APPENDIX, No. 2.—EXPLANATORY STATEMENT (A. 2)—*continued.*

Number. 1869–70.	Number. 1870–71.	RANK.	DESCRIPTION OF PAY, &c.	TOTAL AMOUNT. 1870–71. £. s. d.	TOTAL AMOUNT. 1869–70. £. s. d.
		SPECIAL PAY AND ALLOWANCES—*continued.*			
			Brought forward - - -	11,776 18 7	12,747 4 4
		Various Allowances—*continued.*			
1	1	Ship's Corporal of Her Majesty's Ship "Impregnable."	Allowance, in addition to his Pay, of 6 *d.* a day, or 9 *l.* 2 *s.* 6 *d.* a year, for instructing the Band Boys in Music - - - - - - -	9 2 6	9 2 6
1	1	Mess Servant, borne in Her Majesty's Ship "Salamis."	Allowance, in addition to his Pay, of 4 *d.* a day, or 6 *l.* 1 *s.* 8 *d.* a year, for taking charge of China, Glass, &c., for the convenience of Government Officers, while taking passage in the Ship -	6 1 8	6 1 8
14	–	*Qualified Pilots for Channel Islands, borne in Her Majesty's Ship "Dasher."*	*At Rates of Pay, according to their Classes, viz.:—1st Class,* 3, *at* 5 *s. a day, or* 91 *l.* 5 *s. a year; 2nd Class,* 3, *at* 4 *s.* 6 *d. a day, or* 82 *l.* 2 *s.* 6 *d. a year; 3rd Class,* 3, *at* 4 *s. a day, or* 73 *l. a year; also, allowances to the following qualified men as Pilots, in addition to the Pay of their Ratings, viz.:—1st Class,* 1, *at* 1 *s.* 6 *d. a day, or* 27 *l.* 7 *s.* 6 *d. a year; 2nd Class,* 1, *at* 1 *s. a day, or* 18 *l.* 5 *s. a year; 3rd Class,* 3, *at* 6 *d. a day, or* 9 *l.* 2 *s.* 6 *d. a year* - - - - - - - - -	- -	*812 2 6*
–	3	Persons entered as Cook's Mates, borne in Her Majesty's Ships "Minotaur," "Hercules," and "Agincourt."	Allowance to each, in addition to his Pay, of 25 *l.* a year, for performing the duties of Baker - - - - - - - - -	75 – –	—
–	–	Riggers, borne on the Books of Portsmouth Dockyard.	Proportion of their Pay, for the time they are employed Afloat, as additions to the Complements of the Royal Yachts - - - -	3,000 – –	3,900 – –
–	–	Extra Pay to Artificers, Seamen, and Marines of the Fleet.	For Extra Work performed on board Her Majesty's Ships at Home and Abroad, and other Services, not including Extra Pay for Works performed in Her Majesty's Yards, provided for under Votes 6, 7, and 8 - - - - -	9,000 – –	9,000 – –
17	9	Senior Mates in command of Tenders to First Reserve Ships (late Coast Guard Cruisers).	Allowance to each, in addition to his Sea Pay, to make up the Amount he was in receipt of prior to the transfer of the Coast Guard to the Admiralty, viz., 1 *s.* 6 *d.* a day, or 27 *l.* 7 *s.* 6 *d.* a year - - - - - - - -	246 7 6	465 7 6
5	5	Senior Mates of Tenders, as above, not in Command.	Allowance to each, in addition to his Sea Pay, as above, viz, 6 *d.* a day, or 9 *l.* 2 *s.* 6 *d.* a year -	45 12 6	45 12 6
16	13	Second Mates of Tenders, as above, not in Command.	Allowance to each, in addition to his Sea Pay, as above, viz., 1 *s.* a day, or 18 *l.* 5 *s.* a year -	237 5 –	292 – –
2	2	Chief Quartermasters in command of Tenders (as above).	Allowance to each, in addition to his Pay, as above, viz., 1 *s.* 1 *d.* a day, or 19 *l.* 15 *s.* 5 *d.* a year -	39 10 10	39 10 10
		HER MAJESTY'S COAST GUARD SERVICE ON SHORE:			
1	–	*Inspecting Lieutenant, in Coast Guard Service on Shore.*	*Allowance, in addition to his Pay, to make up the Amount he was in receipt of prior to the transfer of the Coast Guard to the Admiralty, viz.,* 1 *s. a day, or* 18 *l.* 5 *s. a year* - -	- -	*18 5 –*
1	2	Staff Commanders serving as Inspecting Officers.	Allowance to each, in addition to his Pay, as above, viz., 1 *s.* a day, or 18 *l.* 5 *s.* a year - - -	36 10 –	18 5 –
			TOTAL as provided for in the body of the Estimate, Vote 1, page 8 - £.	24,472 8 7	
		VARIOUS ALLOWANCES:			
1	1	Deputy Inspector General of Hospitals and Fleets, borne in Her Majesty's Ship "Fisgard."	Allowance in lieu of a Servant - - - -	18 6 – Provided for in Vote 3.	18 6 –
		HER MAJESTY'S SHIP "EXCELLENT":			
2	2	Mathematical and Naval Instructors at the Royal Naval College.	Allowance to each, in addition to his Pay, of 160 *l.* a year, in lieu of 5 *l.* a year for each young gentleman instructed - - - - -	320 – – Provided for in Vote 5.	320 – –
1	1	Naval Instructor at ditto - -	Allowance, in addition to his Pay, in lieu of House-rent and Tuition Money - - - -	140 2 6 Provided for in Vote 5.	140 2 6
			Carried forward - - £.	24,950 17 1	27,832 – 4

APPENDIX, No. 2.—EXPLANATORY STATEMENT (A. 2)—*continued.*

Number. 1869-70.	Number. 1870-71.	RANK.	DESCRIPTION OF PAY, &c.	TOTAL AMOUNT. 1870-71.	TOTAL AMOUNT. 1869-70.
		SPECIAL PAY AND ALLOWANCES—*continued.*		£. s. d.	£. s. d.
			Brought forward - - -	24,950 17 1	27,832 - 4
		HONG KONG:			
1	1	Staff Commander (additional), borne in Her Majesty's Ship "Princess Charlotte."	Allowance, in addition to his Pay, of 344 *l.* 2 *s.* 6 *d.*, to make up his Pay to 700 *l.* a year, for Service in the Dockyard at Hong Kong - - -	344 2 6 Provided for in Vote 6.	344 2 6
2	2	Chinese Lightermen, borne in ditto	Pay and Provision Money to each, at the rate of 20 *l.* 8 *s.* a year, for service in the Coal Lighter, "Forester" - - - - - - - -	40 16 - Provided for in Vote 6.	40 16 -
		SHANGHAI:			
1	1	Paymaster (additional), borne in Her Majesty's Ship "Princess Charlotte."	Allowance, in addition to his Pay, as follows, viz.: To meet the Extra Cost of living on Shore - - - - - £. 100 - - For charge of Naval and Victualling Stores - - - - - 73 - - For charge of Coal Depôt - - 45 12 6 For Lodging Allowance - - 63 17 6 For Stationery - - - - 15 - -	297 10 - Provided for in Vote 6.	297 10 -
1	1	Carpenter, borne in ditto - -	Allowance, in addition to his Pay, of 2 *s.* 6 *d.* a day, or 45 *l.* 12 *s.* 6 *d.* a year, for service in the Naval Yard - - - - - - - -	45 12 6 Provided for in Vote 6.	45 12 6
2	1	Ship's Steward (additional), borne in ditto.	Allowance, in addition to his Pay, of 1 *s.* a day, or 18 *l.* 5 *s.* a year, as Store Issuer in the Naval Yard - - - - - - -	18 5 - Provided for in Vote 6.	36 10 -
21	21	Natives in various capacities (not borne on ships' books)	For Service in the Naval Yard - - - -	584 - - Provided for in Vote 6.	574 - -
		LODGING MONEY:			
1	1	Petty Officer in charge of the Tank Vessel at Simon's Bay, borne in Her Majesty's Ship "Seringapatam."	Lodging Money - - - - - - -	12 - - Provided for in Vote 6.	12 - -
		TRINCOMALEE:			
1	1	Surgeon (additional), borne in Her Majesty's Ship "Forte."	Allowance, in addition to his Pay, for charge of Naval Medical Depôt - - - - - - -	30 - - Provided for in Vote 8.	30 - -
		YOKOHAMA (JAPAN):			
1	1	Surgeon (additional), borne in Her Majesty's Ship "Ocean."	Allowance, in addition to his Pay, in lieu of Stationery, for Service at Sick Quarters - -	2 2 - Provided for in Vote 8.	2 2 -
		VARIOUS ALLOWANCES:			
1	2	Chaplains (additional), borne in Her Majesty's Ship "Duke of Wellington."	Allowance to each, in addition to his Pay, of 3 *s.* a day, or 54 *l.* 15 *s.* a year, for Service at the Portsmouth Division of Royal Marines and Royal Marine Artillery.	109 10 - Provided for in Vote 9.	54 15 -
		TOTAL Special Pay and Allowances, as provided for in the body of the Estimate, p. 8 £. 24,472 8 7		26,434 15 1	29,269 8 4
		TOTAL provided for in other Votes, as specified in the above Statement - - £. 1,962 6 6			

Appendix, No. 3.

A RETURN showing the Number of Officers, Men and Boys, MORE or LESS, Borne than Voted during the present Financial Year.

FOR HER MAJESTY'S FLEET (exclusive of Indian Troop Ships):

MONTH.	NUMBER VOTED.	NUMBER BORNE.							Number, more or Less Borne than Voted	
		Officers and Seamen.	Boys (including those for Training).	TOTAL.	Marines (including those Serving in the Coast Guard and Indian Troop Ships).			Total of all Services.		
					Afloat.	On Shore.	TOTAL.		More.	Less
1869:										
April - -		34,253	7,671	41,924	7,204	6,416	13,620	55,544	1,064	-
May -		34,562	7,483	42,045	7,227	6,253	13,480	55,525	1,045	-
June - -	Seamen - - 33,480 } 40,480	34,022	7,494	41,516	7,470	5,884	13,354	54,870	390	-
July - -	Boys - - 7,000 } (Including 3,000 for training.)	33,466	7,207	40,673	7,378	5,867	13,245	53,918	-	56
August -		33,284	7,079	40,363	7,359	5,881	13,240	53,603	-	87
September -		32,908	6,995	39,903	7,221	6,074	13,295	53,198	-	1,28
October -	Marines { Afloat - 8,000 } 14,000 / { On Shore, 6,000 }	32,834	7,142	39,976	7,166	6,206	13,372	53,348	-	1,13
November -		32,333	6,961	39,294	7,413	6,099	13,512	52,806	-	1,67
December -	54,480	32,850	7,048	39,898	7,509	6,016	13,525	53,423	-	1,05
1870:										
January -		33,021	6,995	40,016	7,451	6,110	13,561	53,577	-	90

FOR HER MAJESTY'S COAST GUARD:

PERSONS Borne on SHIPS' BOOKS for Service Afloat and On Shore:

MONTH.	NUMBER VOTED.	NUMBER BORNE.					Number, More or Less, Borne than Voted.	
		Afloat.			On Shore.	Total Afloat and On Shore.		
		Officers and Men.	Boys.	TOTAL.	Officers and Men.		More.	Less.
1869:								
April - -		2,499	280	2,779	4,487	7,266	16	-
May - -		2,472	274	2,746	4,479	7,225	-	25
June - -		2,492	285	2,777	4,421	7,198	-	52
July - -	Afloat - { Seamen - 2,597 } 2,925 / { Boys - 328 }	2,516	295	2,811	4,391	7,202	-	48
August -		2,475	289	2,764	4,369	7,133	-	117
September -		2,461	275	2,736	4,335	7,071	-	179
October -	On Shore - Officers and Men - 4,325	2,471	283	2,754	4,072	6,826	-	424
November -	7,250	2,247	252	2,499	4,192	6,691	-	559
December -		2,202	240	2,442	4,238	6,680	-	570
1870:								
January -		2,101	232	2,333	4,207	6,540	-	710

CADETS.—Number of NAVAL CADETS, admitted into the Royal Navy in the Year ended 31st December 1869 - - 88

Appendix, No. 4.

A COMPARATIVE STATEMENT showing the Number of Ships and Vessels in Commission on 1st December 1868 and on 1st December 1869 (exclusive of Indian Troop Ships).

RATES, &c.	1 December 1868.		Total.	1 December 1869.		Total.	1869.	
	Sailing.	Steam.		Sailing.	Steam.		More.	Less.
Sea-Going:								
Line of Battle Ships - Armour-plated	–	10	–	–	11	–	1	–
Line of Battle Ships - Others	–	1	–	–	1	–	–	–
Frigates and Corvettes - Armour-plated	–	7	138	–	5	118	–	2
Frigates and Corvettes - Others	–	30		–	26		–	4
Sloops and small Vessels - Armour-plated	–	1	–	–	1	–	–	–
Sloops and small Vessels - Others	–	89	–	–	74	–	–	15
Total Effective, for General Service	–	138	138	–	118	118	1	21
							Less	20
First Reserve Ships (late Coast Guard District Ships) - Armour-plated	–	3	11	–	6	9	3	–
First Reserve Ships (late Coast Guard District Ships) - Others	–	8	–	–	* 3	–	–	5
Gunnery and Training Ships	8	–	–	8	–	–	–	–
Stationary, Receiving, and Depôt Ships (including Royal Yacht)	16	6	–	13	6	–	–	3
Surveying Vessels	–	4	–	–	2	–	–	2
Troop Ships	–	† 4	50	–	‡ 5	46	1	–
Store Ships	–	4	–	–	4	–	–	–
Drill Ships (Royal Naval Reserve)	8	–	–	8	–	–	–	–
Tenders	9	45	–	8	35	–	–	11
Ditto to First Reserve Ships (late Coast Guard Cruisers)	36	3	93 –	§ 31	4	78 –	–	4
Total Fleet, including Tenders	77	215	292	68	183	251	5	46
							Net Total Less	41

* Two of these replaced by Armour-plated Ships on 1st January 1870.

† An additional Troop Ship ("Orontes") was commissioned in January 1869.

‡ The number of Troop Ships will be reduced before 1st April 1870 to four.

§ The number of Cruizers (Tenders) will be reduced before 1st April 1870 to 25.

Appendix, No. 5.

EXPLANATORY STATEMENT (B.) of the Expense of 14,000 ROYAL MARINES, as provided for in the Navy Estimates, for 1870–71, page 9.

Numbers.		RANK.	PAY OF EACH RANK.			TOTAL AMOUNT.	
1869–70.	1870–71.		Daily.	Annual.	For the Whole.	1870–71.	1869–70.
		GENERAL STAFF:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
–	–	General Officers of Marines, Colonels of Divisions (4)	—	900 – –	3,600 – –		
–	–	General Officers of Marines, Colonels of Divisions (1 Supernumary)	—	900 – –	900 – –		
1	1	Deputy Adjutant-General (in addition to Unattached Pay of 1 *l.* 18*s.* 6 *d.* per day)	1 17 11	691 19 7	691 19 7		
1	1	Assistant Adjutant-General (including rate equal to Half-pay of Regimental Rank)	1 10 8	559 13 4	559 13 4		
–	1	Quartermaster	– 7 10	142 19 2	142 19 2		
–	1	Chief Clerk, Staff Serjeant	– 2 3	41 1 3	41 1 3		
–	1	Clerk, Staff Serjeant	– 3 1	56 5 5	56 5 5		
–	1	Ditto - ditto	– 2 3	41 1 3	41 1 3		
–	1	Ditto - ditto	– 2 2	39 10 10	39 10 10		
–	–	Messenger (Deputy Adjutant-General's Office)	—	75 – –	75 – –		
–	–	Necessary Woman	—	40 – –	40 – –		
2	7	Total General Staff	– –	– –	– –	6,187 10 10	6,016 5 5
		ROYAL MARINE ARTILLERY, REGIMENTAL STAFF:					
1	1	Colonel Commandant	2 – –	730 – –	730 – –		
1	1	Colonel, Second Commandant	1 6 3	479 1 3	479 1 3		
–	–	Colonel, Aide-de-Camp to Her Majesty, Additional Pay	– 10 –	182 10 –	182 10 –		
3	3	Lieutenant Colonels	– 17 11	326 19 7	980 18 9		
1	1	Paymaster — Voted under "Marine Divisions," Vote 9	—	—	—		
1	1	Barrack Master — Voted under "Marine Infirmaries," Vote 8	—	—	—		
1	1	Surgeon — Voted under "Marine Infirmaries," Vote 8	—	—	—		
2	2	Assistant Surgeons — Voted under "Marine Infirmaries," Vote 8	—	—	—		
3	3	Gunnery Instructors, Captains	– 12 1	220 10 5	661 11 3		
1	1	Musketry - ditto - ditto	– 12 1	220 10 5	220 10 5		
1	1	Staff Captain	– 12 1	220 10 5	220 10 5		
2	2	Adjutants, Second Captains	– 11 –	200 15 –	401 10 –		
1	1	Quartermaster	– 10 –	182 10 –	182 10 –		
2	2	Ditto	– 7 10	142 19 2	285 18 4		
1	1	Superintending Schoolmaster	– 7 –	127 15 –	127 15 –		
2	2	Serjeants Major	– 4 6¼	82 10 1¼	165 – 2½		
1	3	Schoolmasters	– 4 –	73 – –	219 – –		
2	–	*Ditto*	– 3 6	—	—		
3	3	Quartermaster Serjeants	– 4 –¼	73 7 7¼	220 2 9¾		
1	1	Barrack Serjeant	– 3 1	56 5 5	56 5 5		
1	1	Adjutant's First Clerk (Serjeant)	– 3 1	56 5 5	56 5 5		
1	1	Paymaster's, ditto - (ditto)	– 3 1	56 5 5	56 5 5		
1	1	Hospital Serjeant (Provided for under Vote 8)	– 3 1	—	—		
1	1	Provost Serjeant	– 3 9	68 8 9	68 8 9		
1	1	First Drill Serjeant	– 3 1	56 5 5	56 5 5		
3	3	Gunnery Instructors, Serjeants	– 3 1	56 5 5	168 16 3		
1	1	Musketry - ditto - ditto	– 3 1	56 5 5	56 5 5		
1	1	Armourer Serjeant	– 5 3	95 16 3	95 16 3		
1	1	Master Tailor (Civilian)	– 3 1	56 5 5	56 5 5		
1	1	Bandmaster - (ditto)	– 3 1	56 5 5	56 5 5		
1	1	Drum Major	– 3 1	56 5 5	56 5 5		
1	1	Bugle Major	– 3 1	56 5 5	56 5 5		
1	1	Officers' Messman	– 3 1	56 5 5	56 5 5		
45	45	Total Staff, Royal Marine Artillery	– –	– –	– –	5,972 13 10½	5,759 15 6
		ROYAL MARINE LIGHT INFANTRY, REGIMENTAL STAFF:					
3	3	Colonels Commandant	1 18 6	702 12 6	2,107 17 6		
4	4	Colonels, Second Commandant	1 – –	365 – –	1,460 – –		
–	–	Colonels, Aides-de-Camp to Her Majesty, Additional Pay	– 10 –	182 10 –	182 10 –		
12	12	Lieutenant Colonels	– 17 –	310 5 –	3,723 – –		
4	4	Paymasters — Voted under "Marine Divisions," Vote 9	—	—	—		
4	4	Barrack Masters — Voted under "Marine Divisions," Vote 9	—	—	—		
27	27	– – – Carried forward – – – £.	– –	– –	7,473 7 6	12,160 4 8½	11,776 – 11

APPENDIX, No. 5.—EXPLANATORY STATEMENT (B.)—*continued.*

Numbers. 1869-70.	Numbers. 1870-71.	RANK.	PAY OF EACH RANK. Daily. £. s. d.	Annual. £. s. d.	For the Whole. £. s. d.	TOTAL AMOUNT. 1870-71. £. s. d.	1869-70. £. s. d.
		Brought forward - - -	- -	- -	- -	12,160 4 8½	11,776 - 11
		ROYAL MARINE LIGHT INFANTRY, REGIMENTAL STAFF—*continued.*					
27	27	- - - - - Brought forward - - -	- -	- -	7,473 7 6		
3	3	Surgeons - - } Voted under "Marine	—	—	—		
6	6	Assistant Surgeons } Infirmaries," Vote 8	—	—	—		
1	1	Gunnery Instructor, First Captains (having higher rank as Brevet Colonels) - -	- 16 -	292 - -	292 - -		
1	1	Gunnery Instructor, First Captains (having higher rank as Brevet Majors) - - -	- 13 7	247 17 11	247 17 11		
1	1	Gunnery Instructor, First Captains - -	- 11 7	211 7 11	211 7 11		
3	3	Musketry Instructors, First Captains (having higher rank as Brevet Majors) - - -	- 13 7	247 17 11	743 13 9		
1	1	Musketry Instructors, First Captains - -	- 11 7	211 7 11	211 7 11		
3	3	Adjutants (Second Captains) - - -	- 10 6	191 12 6	574 17 6		
-	4	Adjutants (Lieutenants) - - - -	- 7 6	136 17 6	547 10 -		
4	-	Ditto - - ditto - - - - -	- 6 6	—	—		
-	2	Quartermasters - - - - - - -	- 11 6	209 17 6	419 15 -		
3	1	Ditto - - - - - - - -	- 8 6	155 2 6	155 2 6		
4	4	Ditto - - - - - - - -	- 6 6	118 12 6	474 10 -		
7	7	Serjeant Majors - - - - - -	- 3 7	65 7 11	457 15 5		
7	7	Quartermaster Serjeants - - - -	- 2 11	53 4 7	372 12 1		
4	4	Barrack Serjeants - - - - -	- 2 3	41 1 3	164 5 -		
-	1	Schoolmaster Serjeant - - - -	- 5 6	100 7 6	100 7 6		
1	-	Ditto - - ditto - - - - -	- 5 -	—	—		
1	3	Ditto - - ditto - - - - -	- 4 6	82 2 6	246 7 6		
2	2	Ditto - - ditto - - - - -	- 4 -	73 - -	146 - -		
2	1	Ditto - - ditto - - - - -	- 3 6	63 17 6	63 17 6		
1	-	Ditto - - ditto - - - - -	- 3 -	—	—		
4	3	Adjutant's First Clerks, Serjeants - -	- 2 3	41 1 3	123 3 9		
-	1	Ditto - - - - - ditto - - -	- 2 2	39 10 10	39 10 10		
4	4	Paymaster's First Clerks, ditto - - -	- 2 3	41 1 3	164 5 -		
3	3	Hospital Serjeants, Provided under Vote 8 -	—	—	—		
4	4	Provost Serjeants - - - - -	- 2 11	53 4 7	212 18 4		
4	4	First Drill Serjeants - - - - -	- 2 3	41 1 3	164 5 -		
3	3	Gunnery Instructors, Serjeants - - -	- 2 3	41 1 3	123 3 9		
4	4	Musketry Instructor, ditto - - - -	- 2 3	41 1 3	164 5 -		
-	2	Armourer Serjeants - - - - -	- 5 3	95 16 3	191 12 6		
4	2	Ditto - ditto - - - - -	- 5 2	94 5 10	188 11 8		
	1	Master Tailor (Civilian) - - - -	- 2 3	41 1 3	41 1 3		
-	3	Ditto - - (ditto) - - - -	- 2 2	39 10 10	118 12 6		
3	2	Band Masters - (ditto) - - - -	- 2 3	41 1 3	82 2 6		
-	1	Ditto - - (ditto) - - - -	- 2 2	39 10 10	39 10 10		
4	4	Drum Majors - - - - - -	- 2 3	41 1 3	164 5 -		
3	2	Bugle Majors - - - - - - -	- 2 3	41 1 3	82 2 6		
-	1	Ditto - - - - - - - -	- 2 2	39 10 10	39 10 10		
4	1	Officers' Messman (Serjeant) - - -	- 2 3	41 1 3	41 1 3		
-	3	Ditto - - - (ditto) - - - -	- 2 2	39 10 10	118 12 6		
130	130	TOTAL STAFF, ROYAL MARINE LIGHT INFANTRY - - - - - -	- -	- -	- -	15,001 10 -	15,066 - -
		COMMISSIONED OFFICERS, ROYAL MARINE ARTILLERY:					
5	5	Captains (having higher rank as Brevet Majors)	- 14 1	257 - 5	1,285 2 1		
11	11	Ditto (not having ditto - - ditto) -	- 12 1	220 10 5	2,425 14 7		
-	4	Captains, Supernumerary, doing duty as Second Captains - - - - - -	- 12 1	220 10 5	882 1 8		
1	1	Second Captain (having higher rank as Brevet Major) - - - - - - - -	- 13 -	237 5 -	237 5 -		
15	11	Second Captains - - - - - - -	- 11 -	200 15 -	2,208 5 -		
10	11	Lieutenants - - - - - - -	- 7 10	142 19 2	1,572 10 10		
30	29	Ditto - - - - - - - -	- 6 10	124 14 2	3,616 10 10		
8	8	Ditto - - - - - - - -	- 5 7	101 17 11	815 3 4		
80	80	TOTAL COMMISSIONED OFFICERS, ROYAL MARINE ARTILLERY - - - -	- -	- -	- -	13,042 13 4	12,945 - -
		COMMISSIONED OFFICERS, ROYAL MARINE LIGHT INFANTRY:					
2	1	Captains (having higher rank as Brevet Lieutenant-Colonels) - - - -	- 16 -	292 - -	292 - -		
11	9	Captains (having higher rank as Brevet Majors)	- 13 7	247 17 11	2,231 1 3		
71	74	Captains - - - - - - - -	- 11 7	211 7 11	15,643 5 10		
21	21	Second Captains - - - - - -	- 10 6	191 12 6	4,024 2 6		
48	58	Lieutenants - - - - - - -	- 7 6	136 17 6	7,938 15 -		
104	75*	Ditto - - - - - - - -	- 6 6	118 12 6	8,896 17 6		
50	47*	Ditto - - - - - - - -	- 5 3	95 16 3	4,503 3 9		
307	285	TOTAL COMMISSIONED OFFICERS, ROYAL MARINE LIGHT INFANTRY - -	- -	- -	- -	43,529 5 10	46,042 - -
		Carried forward - - - £.	- -	- -	- -	83,733 13 10½	85,829 - 11

* 12 of these are borne as Supernumeraries until absorbed.

APPENDIX, No. 5.—EXPLANATORY STATEMENT (B.)—*continued.*

Numbers. 1869-70.	Numbers. 1870-71.	RANK.	PAY OF EACH RANK. Daily. £. s. d.	Annual. £. s. d.	For the Whole. £. s. d.	TOTAL AMOUNT. 1870-71. £. s. d.	1869-70. £. s. d.
		Brought forward	- - -	- - -	- - -	83,733 13 10¼	85,829 - 11
		NON-COMMISSIONED OFFICERS AND GUNNERS, ROYAL MARINE ARTILLERY:					
16	16	Colour Serjeants	- 3 7	65 7 11	1,046 6 8		
144	142	Serjeants	- 3 1	56 5 5	7,990 9 2		
16	18	Ditto	- 3 -	54 15 -	985 10 -		
90	99	Corporals	- 2 5	44 2 1	4,366 6 3		
38	29	Ditto	- 2 4	42 11 8	1,234 18 4		
56	63	Bombardiers	- 2 3	41 1 3	2,586 18 9		
56	49	Ditto	- 2 2	39 10 10	1,937 10 10		
-	9	Buglers	- 1 6¼	27 15 1¼	249 15 11		
80	71	Ditto	- 1 5¼	26 4 8¼	1,862 12 9¾		
708	717	Gunners	- 1 6¼	27 15 1¼	19,900 9 8¼		
1,548	1,539	Ditto	- 1 5¼	26 4 8¼	40,374 14 -¾		
2,752	2,752	TOTAL NON-COMMISSIONED OFFICERS AND GUNNERS, ROYAL MARINE ARTILLERY	- -	- -	- -	82,535 12 5¾	82,487 - -
		NON-COMMISSIONED OFFICERS AND PRIVATES, ROYAL MARINE LIGHT INFANTRY:					
84	82	Colour Serjeants	- 2 9	50 3 9	4,115 7 6		
-	2	Ditto	- 2 8	48 13 4	97 6 8		
406	397	Serjeants	- 2 3	41 1 3	16,301 16 3		
98	107	Ditto	- 2 2	39 10 10	4,230 19 2		
366	329	Corporals	- 1 7	28 17 11	9,506 14 7		
222	259	Ditto	- 1 6	27 7 6	7,090 2 6		
38	23	Drummers and Buglers	- 1 4¾	25 9 5¾	585 18 -¼		
30	38	Ditto	- 1 4	24 6 8	924 13 4		
15	9	Ditto	- 1 3¾	23 19 -¾	215 11 6¾		
253	266	Ditto	- 1 3	22 16 3	6,068 2 6		
-	1	Privates	- 1 5	25 17 1	25 17 1		
2,800	2,892	Ditto	- 1 3	22 16 3	65,973 15 -		
6,372	6,296	Ditto	- 1 2	21 5 10	134,052 6 8		
10,684	10,701	TOTAL NON-COMMISSIONED OFFICERS AND PRIVATES, ROYAL MARINE LIGHT INFANTRY	- -	- -	- -	249,188 10 10	248,790 - -
14,000	14,000	GRAND TOTAL	- -	- -	£.	415,457 17 2	417,106 - 11
8,000	8,000	Afloat.—Commissioned Officers and Men			213,615 11 -		
6,000	6,000	Ashore: Commissioned and Staff Officers		325	59,270 14 1		
		Ashore: Non-commissioned Officers and Men		5,675	142,571 12 1		
						415,457 - -	417,106 - -
-	-	Good Conduct Pay: Service Afloat			9,040 - -		
		Good Conduct Pay: Service Ashore			6,780 - -		
						15,820 - -	15,700 - -
5,800	5,800	Beer Money for Men on Shore			- -	8,822 - -	8,822 - -
5,800	5,800	Excess Cost of Bread and Meat, beyond the 4½ *d.* a day charged as the fixed Price for the Compound Ration			- -	9,000 - -	10,200 - -
		PRIZES TO SEAMEN AND ROYAL MARINES FOR GOOD SHOOTING:					
541	374	Marksmen, R. M.: 4 First Prizes			20 - -		
		Marksmen, R. M.: 40 Second ditto			120 - -		
		Marksmen, R. M.: 330 Third ditto			495 - -		
						635 - -	914 - -
-	-	For Competitive Prize-Firing with rifled great guns, &c., in the Naval Service			- -	830 - -	—
		RECRUITING EXPENSES:					
		Expenses (including Levy Money) on account of 1,400 Recruits to be raised at Head Quarters and Recruiting Stations			7,140 - -		
		Bounty and Gratuity to 763 Marines re-engaging after Eight Years' Service, at 2*l.* per man			1,526 - -		
						8,666 - -	9,198 - -
100	100	Colonial or Double Personal Pay to Marines serving at San Juan			- -	3,100 - -	3,100 - -
		MARINE CONTINGENT EXPENSES AND ALLOWANCES:					
		Allowances to Pay-Captains; to Marines acting as Divisional Clerks; Allowances in aid of Divisional Mess, Forage Money; Non-effective and Contingent Allowances to Officers of the Marine Artillery having the Command of Companies; Petty Allowances to Officers of Marines; Lodging-Money, Marching Money, Billet Money; Allowances for House Rent, &c. to the Staff of the Royal Marine Office; Deserters' Expenses, &c. &c.			-	20,800 - -	20,800 - -
		TOTAL			£.	483,130 - -	485,840 - -

Appendix, No. 6.

A RETURN, giving the Items of Expenditure in the Year 1868-69 (the last Financial Year closed), on account of Marine Contingencies and Allowances.

	£. s. d.
Allowances to Pay Captains	675 19 –
Ditto to Marines acting as Divisional Clerks	2,478 12 8
Forage Money	2,580 17 10
Non-effective and Contingent Allowances to Officers of Artillery having the command of Companies	657 – –
Billet and Lodging Money, Marching Money, Conduct Money, and Family Allowances	8,005 14 7
Allowances to Quartermasters, Adjutants, and Acting Adjutants	1,094 1 4
Allowances in aid of Divisional Mess	2,175 – –
Contingent Allowances to Officers and Men; Per centage to Divisional Paymasters on their Disbursements; Allowance for House-rent to the Staff of the Royal Marine Office, and sundry Contingent Expenses	5,333 4 6
Total Expenditure for the Year 1868-69 £.	23,000 9 11

Appendix, No. 7.

STATEMENT of the whole Charge on Account of the Corps of Royal Marines, included under the several Votes of the Estimates.

		Under Vote. No.	£.
For the Wages, &c., of the Marines		1	482,300 – –
For Victuals and Clothing of the Marines		2	195,754 – –
For Salaries, Contingent Expenses, and Wages of Matrons, Nurses, &c., and of the Metropolitan Police Force at the several Marine Infirmaries		8	8,527 – –
For Salaries and Contingent Expenses of the Establishments at the several Marine Divisions		9	18,122 – –
For new Works, and Repairs of Buildings at the Marine Divisions and Infirmaries		11	20,010 – –
For Medical Attendance, Medicines, &c.		12	11,000 – –
For Half-Pay of Marine Officers		15	60,150 – –
For Pensions, viz.:	£.		
To Marine Officers for Good and Meritorious Services	600		
To Marines for Conspicuous Bravery	20		
To Commissioned and Non-Commissioned Officers for Wounds	902		
To Widows and Relatives of Marine Officers Slain, &c.	285		
To Widows of Marine Officers	9,929		
Naval Pensions and Gratuities to Marines	107,381		
		16 (Sec. I.)	119,117 – –
To three Schoolmistresses, Royal Marine Division, Forton		16 (Sec. II.)	68 – –
Total £.			915,048 – –

Appendix, No. 8.

STATEMENT of the Expenditure in the Year 1868-69 (the last Financial Year closed), for Rewards, Experiments, &c., for Scientific Purposes.

	£.	s.	d.
Gratuity towards Funds of Institution of Naval Architects	500	–	–
Gratuity to Captain W. D. Evans for services in connection with "Coloured Lights" for the prevention of Collisions at Sea	250	–	–
Gratuity to Mrs. E. P. Sumner for use made of the late Captain T. H. Sumner's New Method of finding a Ship's Position at Sea	25	–	–
Payment to J. J. Griffin & Sons for chemicals	7	1	8
Travelling Expenses and Subsistence Allowance to Commander F. Harvey when proceeding to Portsmouth to exhibit and explain the Sea Torpedo	7	8	10
Payment to Supernumerary Computers at Greenwich for reduction of Observations on Earth Currents	22	14	–
Payment to South Eastern Railway Company for Alterations in Earth Current Wires	24	10	10
Allowance to Optician for managing the Time Ball at Mount Wise, Devonport	25	–	–
Expenses incurred on account of Dredging Experiments at Pembroke	98	17	10
Ditto at Woolwich for New Sounding Machines	28	3	11
£.	988	17	1

Appendix, No. 9.

STATEMENT of the Rates of Surveying Pay and Lodging Money of Surveying Officers, provided for in the Estimates, 1870-71.

Rank.	Surveying Pay (Daily Rate).		Lodging Money (Daily Rate).	
	At Home.	Abroad.	At Home.	Abroad.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
In Charge of Surveys:				
Commanders	– – –	1 – –	—	—
Staff Commanders	– 13 6	1 – –	– 4 6	4s. 6d. to 7s.
Navigating Lieutenants	– – –	– 15 –	– – –	3s. 6d. to 6s.
Assistant Surveyors:				
Lieutenants	– – –	4s. to 6s.	—	—
Staff Commanders	– 7 –	– – –	– 4 6	—
Navigating Lieutenants	– 7 –	6s. to 8s.	– 3 6	3s. 6d. to 6s.
Paymasters	– 7 –	– – –	– 4 6	—
Sub-Lieutenants	– – –	– 4 –	—	—
Navigating Sub-Lieutenants	– – –	2s. 6d. to 8s.	—	—
Navigating Midshipmen	– – –	2s. 6d.	—	—

Appendix, No. 10.

Note.—Showing the Surveys in Progress.

HOME.	FOREIGN.		
East Coast of England.	Mediterranean.	British Columbia.	
West Coast of England.	North China and Japan.	Cape of Good Hope.	
Portsmouth.	China Sea Shoals.	Victoria.	Australia.
	West Indies.	Queensland.	Australia.
	Newfoundland.	South Australia.	Australia.

Appendix, No. 11.

STATEMENT of the Number of Steam Ships Afloat and Building, and of the Number of Steam Ships Afloat, from which the Machinery has been Removed on 1st January 1870.

Classes of Ships.	Steam.						Steam Ships from which the Machinery has been Removed Afloat.	Total.
	Afloat.		Building.		Total.			
	Iron.	Wood.	Iron.	Wood.	Iron	Wood.		
	No.	*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	*No.*
Armour-plated Ships, 1st Class	1	–	1	–	2	–	–	2
Ditto – – 2nd „	3	–	3	–	6	–	–	6
Ditto – – 3rd „	5	4	–	–	5	4	–	9
Ditto – – 4th „	3	5	–	–	3	5	–	8
Ditto – – 5th „	4	–	–	–	4	–	–	4
Ditto – – 6th „	–	2	–	–	–	2	–	2
Ditto – – Unclassified Sloops and Gun Boats	3	2	–	–	3	2	–	5
Ditto – – Special, with Turrets	5	1	5	–	10	1	–	11
Ditto – – Floating Batteries	3	1	–	–	3	1	1 wood	5
	27	15	9	–	36	15		
Total	42		9		51		1	52
Ships of the Line – Screw	43		*2		45		2	47
Frigates – „	29		–	–	29		–	29
Ditto – Paddle	3		–	–	3		1	4
Block Ships – Screw	1		–	–	1		2	3
Corvettes – „	24		–	–	24		–	24
Sloops – „	33		1		34		–	34
Ditto – Paddle	7		–	–	7		1	8
Small Vessels – „	8		–	–	8		–	8
Despatch Vessels – „	4		–	–	4		–	4
Gun Vessels – Screw and Double Screw	50		1		51		–	51
Gun Boats – „	58		1		59		9	68
Tenders, Tugs, &c. – Screw	14		–	–	14		–	14
Ditto – Paddle	38		–	–	38		–	38
Mortar Ships – Screw	–	–	–	–	–	–	2	2
Troop and Store Ships – „	11		–	–	11		–	11
Ditto – Paddle	1		–	–	1		–	1
Transports for India Reliefs – Screw	5		–	–	5		–	5
Yachts – Paddle	4		1		5		–	5
Total Screw	310		14		324		—	—
Total Paddle	65		1		66		—	—
Grand Total	375		15		390		18	408

N.B.—Ships for the defence of the Colonies are not included in this list.

* The building of these ships is suspended.

Appendix, No. 12.

PROGRAMME of Shipbuilding Works to be undertaken in Her Majesty's Dockyards during the Year 1870-71.

GENERAL SUMMARY, showing the Appropriation of Men proposed for the Year 1870-71.

	Number of Men, 1870-71.	Year 1869-70.
For Ships Building, and for completing new Ships Afloat, for Sea Service	6,349	5,899
For Repairs and Refits to Sea-going and all other Ships, Casualties, Yard Craft, Harbour and Dockyard Services, &c. &c., and for Maintenance of Ships in Reserve	4,793	8,168
	11,142	14,067
For Store purposes at Deptford, Woolwich, and Haulbowline	134	75*
Total Strength	11,276	14,142

* Deptford and Haulbowline only.

Note.—The Scheme of Works must be considered as indicating only the probable employment of the Artificers of the Dockyards. The casual work is extremely uncertain, but provision has been made for meeting it as far as can be foreseen. The list of Ships given in the Programme comprises all those that are to be retained in an efficient state, and on which it is probable that some expenditure will take place during the year.

Admiralty,
30 December 1869.

ABSTRACT of the PROGRAMME of WORKS in the DOCKYARDS for 1870-71.

		CHATHAM.			SHEERNESS.			PORTSMOUTH.			DEVONPORT.			PEMBROKE.			TOTAL.		
		Number of Men.	Tons ordered.	Expense on the Hull for Wages and Materials.	Number of Men.	Tons ordered.	Expense on the Hull for Wages and Materials.	Number of Men.	Tons ordered.	Expense on the Hull for Wages and Materials.	Number of Men.	Tons ordered.	Expense on the Hull for Wages and Materials.	Number of Men.	Tons ordered.	Expense on the Hull for Wages and Materials.	Number of Men.	Tons ordered.	Expense on the Hull for Wages and Materials.
				£.			£.			£.			£.			£.			£.
Ships Building and Completing for Sea.	Iron-clad Frigates	609	1,124	103,918	–	–	–	11	20	400	145	276	13,143	–	–	–	756	1,420	117,461
	Iron-clad Turret Ships	413	847	44,896	–	–	–	837	1,652	88,500	–	–	–	800	1,961	106,100	2,050	4,460	239,496
	Iron-clad Ram	771	1,580	84,293	–	–	–	–	–	–	14	30	450	–	–	–	785	1,610	84,743
	Unarmoured Frigates and Corvettes	259	646	25,840	28	90	4,966	525	1,258	50,320	280	826	25,000	–	–	–	1,092	2,820	106,126
	Sloops	–	–	–	–	–	–	–	–	–	27	79	5,340	–	–	–	27	79	5,340
	Gun Vessels	184	539	19,000	–	–	–	–	–	–	–	–	–	–	–	–	184	539	19,000
	Gun Boats ("Staunch" type)	164	424	11,306	–	–	–	181	450	12,013	–	–	–	–	–	–	345	874	23,319
	Despatch Vessels	–	–	–	284	837	31,000	–	–	–	284	837	31,000	–	–	–	568	1,674	62,000
	Vessels for India	–	–	–	–	–	–	–	–	–	168	500	16,500	–	–	–	168	500	16,500
	Royal Yacht	–	–	–	–	–	–	35	96	7,200	–	–	–	271	960	38,900	306	1,056	46,100
	Mooring Lighter	–	–	–	–	–	–	–	–		68	200	6,500	–	–	–	68	200	6,500
	TOTAL BUILDING	2,391	5,160	289,253	312	927	35,966	1,589	3,476	158,433	986	2,748	97,933	1,071	2,921	145,000	6,349	15,232	726,585
	Repairs and Refits to Sea-going and all other Ships, Casualties, Yard Craft, Harbour and Dockyard Services, &c., and for Maintenance of Ships in Reserve	278	–	–	1,138	–	–	1,456	–	–	1,835	–	–	86	–	–	4,793	–	–
	GRAND TOTAL OF MEN	2,669	–	–	1,450	–	–	3,045	–	–	2,821	–	–	1,157	–	–	11,142	–	–

APPENDIX, No. 12.—Programme of Shipbuilding Works, &c., 1870-71—*continued.*

CHATHAM YARD.

Number of Slip or Dock.	RATE.	Guns.	H. P.	Tonnage.	Estimated Cost, Wages and Materials for the Hull complete (being the whole Expenditure already approved for the Hull).	NAME of SHIP.	Probable State of Advancement of the Ship on the 31st March 1870. In Eighths and Fractional Parts of an Eighth.	Probable State of Advancement of the Ship on the 31st March 1870. Equivalent Tonnage.	Probable State of Advancement of the Ship on the 31st March 1870. Amount that will probably have been Expended for Labour and Materials on the Hull.	1870-71. Ship to be Advanced. In Eighths and Fractional Parts of an Eighth.	1870-71. Ship to be Advanced. Equivalent Tonnage.	1870-71. Ship to be Advanced. Equivalent Expenditure for Labour and Materials on the Hull.	1870-71. Number of Men to be Employed on Ship, or Service.	REMARKS.
BUILDING AND COMPLETING FOR SEA:					£.				£.			£.		
Dock, No. 2	Iron-cased Frigate	12	1,200	5,226	320,000	"Sultan"	6¼	4,082	215,682	1¾	1,124	103,918	600	To complete for sea, less 20 tons.
Dock, No. 3	Iron-cased Turret Ship	2	500	2,709	143,666	"Glatton"	5½	1,862	98,770	2½	847	44,896	413	To undock and complete for sea.
Dock, No. 2	Iron-cased Ram	3	700	3,159	169,000	"Rupert"	1	413	22,500	4	1,580	84,293	771	
Slip, No. -	Unarmed Frigate	-	-	Like "Inconstant"	- -	"Raleigh"	-	nil	- -	-	646	25,840	259	To commence.
Slip, No. -	Gun Boat	1	25	212	5,653	New Gun Boat of "Staunch" type.	-	nil	- -	8	212	5,653	82	To launch and complete for sea.
Slip, No. -	Gun Boat	1	25	212	5,653	New Gun Boat of "Staunch" type.	-	nil	- -	8	212	5,653	82	To launch and complete for sea.
Slip, No. 3 -	Gun Vessel	3	160	663	23,384	"Woodlark"	1½	124	4,384	6½	539	19,000	184	To launch and complete for sea.
ADDITIONAL SHIPS TO BE COMPLETED AFTER BUILDING ELSEWHERE:														
Cerberus" to be completed for the voyage to Melbourne at the expense of the Colonial Government							-	—	—	-	—	—	—	
						TOTAL BUILDING					5,160	289,253	2,391	
WEAR, TEAR, AND MAINTENANCE OF THE FLEET, &c.:—														
* Repairs														
Manufactories													278	
Harbour and Yard Services, &c.														
						GRAND TOTAL							2,669	

* The repairs and refits of the Ships specified below, and which on survey it may be found advisable to take in hand, as well as the maintenance of such Ships in an effective state, are provided for :— Harbour Ships, Tugs, Tenders, Yard Craft, and Hulks.

Note.—The actual effective strength of the working men of the Yard may always be considered 5 per cent. below the total strength, from absences, sickness, &c.

SHEERNESS YARD.

Number of Slip or Dock.	RATE.	Guns.	H. P.	Tonnage.	Estimated Cost, Wages and Materials for the Hull complete (being the whole Expenditure already approved for the Hull).	NAME of SHIP.	Probable State of Advancement of the Ship on the 31st March 1870.			1870-71. Ship to be Advanced.			Number of Men to be Employed on Ship, or Service.	REMARKS.
							In Eighths and Fractional Parts of an Eighth.	Equivalent Tonnage.	Amount that will probably have been Expended for Labour and Materials on the Hull.	In Eighths and Fractional Parts of an Eighth.	Equivalent Tonnage.	Equivalent Expenditure for Labour and Materials on the Hull.		
					£.				£.			£.		
BUILDING AND COMPLETING FOR SEA:														
Slip, No. 1 -	Despatch Vessel - -	2	250	837	31,000 (Approximate only).	"New Helicon" -	nil	nil -	nil - -	8	837	31,000	284	To launch and complete for sea.
ADDITIONAL SHIPS TO BE COMPLETED AFTER BUILDING ELSEWHERE:														
—	Corvette - - - -	10	350	1,322	33,283	"Druid" - -	$\frac{7}{8}$	1,301	32,221	$\frac{1}{8}$	21	1,062	6	To complete for sea.
—	Corvette - -	6	400	1,459	47,050	"Thalia" - -	$\frac{7}{8}$	1,390	43,146	$\frac{3}{8}$	69	3,904	22	To complete for sea.
									TOTAL BUILDING - - -		927	35,966	312	
WEAR, TEAR, AND MAINTENANCE OF THE FLEET, &c.:—														
* Repairs -													1,138	
Manufactories -														
Harbour and Yard Services, &c. -														
												GRAND TOTAL - - -	1,450	

* The repairs and refits of the Ships specified below, and which on survey it may be found advisable to take in hand, as well as the maintenance of such Ships in an effective state, are provided for:—

"Duncan," "Atlas," "Anson," "Newcastle," "Undaunted," "Challenger" (on arrival), "Reindeer" (on arrival), "Barracouta" (on arrival), "Druid," "Vulture," "Wolverine," "Thalia," "Basilisk," "Columbine," "Fawn," "Curlew," "Thistle," "Torch;" Store ships "Fox," "Dee," and "Megæra"; all Coast Guard Ships and Coast Guard Tenders that may be sent there; all Harbour Ships and Ships in Reserve; all Yachts; Tenders; Yard Craft; and Hulks.

Note.—The actual effective strength of the working men of the Yard may always be considered 5 per cent. below the total strength, from absences, sickness, &c.

APPENDIX, No. 12.—Programme of Shipbuilding Works, &c., 1870-71—*continued.*

PORTSMOUTH YARD.

Number of Slip or Dock.	RATE.	Guns.	H.P.	Tonnage.	Estimated Cost, Wages and Materials for the Hull complete (being the whole Expenditure already approved for the Hull).	NAME of SHIP.	Probable State of Advancement of the Ship on the 31st March 1870, or on Arrival at Portsmouth, if after that Date.			1870-71. Ship to be Advanced.			Number of Men to be Employed on Ship, or Service.	REMARKS.
							In Eighths and Fractional Parts of an Eighth.	Equivalent Tonnage.	Amount that will probably have been Expended for Labour and Materials on the Hull.	In Eighths and Fractional Parts of an Eighth.	Equivalent Tonnage.	Equivalent Expenditure for Labour and Materials on the Hull.		
BUILDING AND COMPLETING FOR SEA:					£.				£.			£.		
Dock No. 8	Turret Ship	4	800	4,406	236,000	"Devastation"	1½	826	44,250	3	1,652	88,500	837	
Slip No.	Unarmed Frigate	Design not completed				"Blonde"	–	nil	–	–	1,258	50,320	525	To commence.
In workshop	Gun Boat	1	25	212	5,653	"Plucky"	7	186	4,946	1	26	707	11	To complete for sea.
—	Gun Boat	1	25	212	5,653	New Vessel of "Staunch" type.	–	nil	–	8	212	5,653	85	To launch and complete for sea.
—	Gun Boat	1	25	212	5,653	New Vessel of "Staunch" type.	–	nil	–	8	212	5,653	85	To launch and complete for sea.
ADDITIONAL SHIPS TO BE COMPLETED AFTER BUILDING ELSEWHERE:														
—	Iron-cased Frigate	12	1,200	5,226	320,000	"Sultan"	To be completed on arrival, except 20 tons.		319,600	–	20	400	11	To complete on arrival from Chatham.
—	Royal Yacht	–	450	1,536	53,400 *6,700	"Osborne"		1,440	52,900	½	96	500 *6,700	35	To complete on arrival from Pembroke.
					60,100					TOTAL BUILDING		3,476	158,433	1,589	
	† WEAR, TEAR, AND MAINTENANCE OF THE FLEET, &c.:—													
	Repairs													
	Manufactories												1,456	
	Harbour and Yard Services, &c.													
										GRAND TOTAL			3,045	

* Furniture and decorations.

† The repairs and refits of the Ships specified below, and which on survey it may be found advisable to take in hand, as well as the maintenance of such Ships in an effective state, are provided for:—
"Bellerophon" (on arrival), "Favourite," "Victoria," "Donegal" (on arrival), "Ariadne," "Glasgow," "Immortalité," "Active," "Dido," "Briton," "Spartan," "Spiteful," "Argus" (on arrival), "Magpie, "Swallow." All Ships of the Channel Fleet, all Troop Ships, and all Coast Guard Ships and Coast Guard Tenders that may be sent there; all Harbour Ships and Ships in Reserve; all Training and Gunnery Ships; all Yachts, Tenders, Tugs, Yar Craft, and Hulks.

Note.—The actual effective strength of the working men of the Yard may always be considered 5 per cent. below the total strength from absences, sickness.&c.

DEVONPORT YARD.

Number of Slip or Dock.	RATE.	Guns.	H.P.	Tonnage.	Estimated Cost, Wages and Materials for the Hull complete (being the whole Expenditure already approved for the Hull).	NAME of SHIP.	Probable State of Advancement of the Ship on the 31st March 1870, or on arrival at Devonport, if after that Date.			1870–71. Ship to be Advanced.			Number of Men to be Employed on Ship, or Service.	REMARKS.
							In Eighths and Fractional Parts of an Eighth.	Equivalent Tonnage.	Amount that will probably have been Expended for Labour and Materials on the Hull.	In Eighths and Fractional Parts of an Eighth.	Equivalent Tonnage.	Equivalent Expenditure for Labour and Materials on the Hull.		
BUILDING AND COMPLETING FOR SEA:					£.				£.			£.		
Slip No. 2	Sloop	6	350	1,268	42,633	"Tenedos"	7½	1,189	37,293	½	79	5,340	27	To complete for sea.
Slip No.	Despatch Vessel	1	250	837	31,000*	"New Helicon"	–	nil	–	8	837	31,000	284	To launch and complete for sea.
Slip No.	Wood Corvette	12	350	1,322	40,000	"New Druid"	–	nil	–	5	826	25,000	280	To commence.
—	—	–	–	–	—	New Vessel for India	–	nil	–	–	250	8,250	84	
—	—	–	–	–	—	New Vessel for India	–	nil	–	–	250	8,250	84	
—	Mooring Lighter	–	–	200	6,500	Yard Craft, No. 32	–	nil	–	8	200	6,500	68	To launch and complete.
ADDITIONAL SHIPS TO BE COMPLETED AFTER BUILDING ELSEWHERE:														
—	Iron-clad Ram	2	600	2,637	Building by contract.	"Hotspur"	Complete, except about 30 tons			–	30	450	14	To complete for sea after delivery by contractors.
—	Iron-clad Frigate	14	800	3,774	200,686	"Iron Duke"	7½	3,538	188,143	½	236	12,543	125	To complete for sea on arrival from Pembroke.
—	Iron-clad Frigate	14	800	3,893	Building by contract.	"Swiftsure"	Complete, except about 40 tons			–	40	600	20	To complete for sea after delivery by contractors.
									TOTAL BUILDING		2,748	97,933	986	
WEAR, TEAR, AND MAINTENANCE OF THE FLEET, &c.:—														
† Repairs													1,835	
Manufactories														
Harbour and Yard Services, &c.														
									GRAND TOTAL				2,821	

* The estimate for "New Helicon" is approximate only.

† The repairs and refits of the Ships specified below, and which on survey it may be found advisable to take in hand, as well as the maintenance of such Ships in an effective state, are provided for:— "Audacious," "Iron Duke," "Invincible," "Vanguard," "Lord Clyde," "Aurora," "Topaze," "Narcissus," "Doris," "Cadmus," "Tenedos," "Bittern," "Seagull," "Pert," "Hart," "Nimble," "Sphinx," "Howe," "Defiance," "Revenge" (on arrival), "Britomart" (on arrival), "Jason" (on arrival), "Racoon" (on arrival), "Nassau," "Lightning" (on arrival); all Ships of the Channel Fleet, all Troop Ships, all Coast Guard Ships, and Coast Guard Tenders that may be sent there; all Harbour Ships and Ships in Reserve, all Gunnery and Training Ships, all Yachts, Tenders, Tugs, Yard Craft, and Hulks.

Note.—The actual effective strength of the working men of the Yard may always be considered 5 per cent. below the total strength, from absences, sickness, &c.

APPENDIX, No. 12.—Programme of Shipbuilding Works, &c., 1870-71—*continued.*

PEMBROKE YARD.

Number of Slip or Dock.	RATE.	Guns.	H. P.	Tonnage.	Estimated Cost, Wages and Materials for the Hull complete (being the whole Expenditure already approved for the Hull).	NAME of SHIP.	Probable State of Advancement of the Ship on the 31st March 1870. In Eighths and Fractional Parts of an Eighth.	Probable State of Advancement of the Ship on the 31st March 1870. Equivalent Tonnage.	Probable State of Advancement of the Ship on the 31st March 1870. Amount that will probably have been Expended for Labour and Materials on the Hull.	1870-71. Ship to be Advanced. In Eighths and Fractional Parts of an Eighth.	1870-71. Ship to be Advanced. Equivalent Tonnage.	1870-71. Ship to be Advanced. Equivalent Expenditure for Labour and Materials on the Hull.	1870-71. Number of Men to be Employed on Ship, or Service.	REMARKS.
BUILDING AND COMPLETING FOR SEA:					£.				£.			£.		
Slip No. 4	Turret Ship	4	800	4,406	236,000	"Thunderer"	1½	826	44,250	3	1,652	88,500	667	
Slip No. 5	Royal Yacht	—	450	1,536	53,400 *6,700 60,100	"Osborne"	2½	480	14,000	5	960	38,900	271	To launch and send to Portsmouth, to complete for sea.
Slip No.	Turret Ship	—	—	Design not completed	—	New Vessel, of "Thunderer" type.	—	nil	—	—	329	17,600	133	To commence.
ADDITIONAL SHIPS TO BE COMPLETED AFTER BUILDING ELSEWHERE:														
Nil	—	—	—	—	—	—	—	—	—	—	—	—	—	
										TOTAL BUILDING	2,941	145,000	1,071	
WEAR, TEAR, AND MAINTENANCE OF THE FLEET, &c.:—														
† Repairs													86	
Manufactories														
Harbour and Yard Services, &c.														
										GRAND TOTAL			1,157	

* Furniture and decorations.

† The repairs and refits of the Ships specified below, and which on survey it may be found advisable to take in hand, as well as the maintenance of such Ships in an effective state, are provided for:—"Lightning;" Harbour Ships, Tugs, Tenders, Yard Craft, and Hulks.

Note.—The actual effective strength of the working men of the Yard may always be considered 5 per cent. below the total strength, from absences, sickness, &c.

Appendix, No. 13.

NUMBER and Description of Workmen on the Establishment at the several Dockyards at Home.

Description of Workmen, &c.	Deptford.	Woolwich.	Chatham.	Sheerness.	Portsmouth.	Devonport.	Pembroke.	Total.
	No.	*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	*No.*
Shipwrights and Apprentices	2	1	703	449	818	853	403	3,229
Caulkers and Apprentices	-	-	24	33	86	70	18	231
Joiners	-	1	80	68	120	145	47	461
Sawyers	-	-	19	7	22	22	14	84
Smiths and Apprentices	-	-	160	112	165	180	100	717
Workmen in Millwrights' Shop and Apprentices	-	-	40	-	-	-	21	61
Workmen at Block, Saw, and Metal Mills	-	-	98	12	54	27	15	206
Riggers	-	-	62	75	149	130	3	419
Sailmakers and Apprentices	17	-	14	16	29	26	1	103
Ropemakers	-	-	19*	1	-	12†	-	32
Other Trades	10	5	99	64	89	99	30	396
Labourers	26	-	160	90	240	320	130	966
Establishment	55	7	1,478	927	1,772	1,884	782	6,905
	£	£.	£.	£.	£.	£.	£.	£.
Amount for Wages‡	2,901	443	97,406	59,339	112,538	119,524	51,530	443,681
Increases of Pay	-	-	830	700	932	1,042	453	3,957
Total £.	2,901	443	98,236	60,039	113,470	120,566	51,983	447,638

* Including 3 for spinning machines.

† Including 1 for spinning machines.

‡ Provision is made for 53 weeks, the number of weeks' payment in 1870–71.

Appendix, No. 14.

STATEMENT showing the Distribution of Hired Artificers, Labourers, &c. in the several Dockyards at Home (including Factories).

Description of Workmen, &c.	Deptford.	Woolwich.	Chatham.	Sheerness.	Portsmouth.	Devonport.	Pembroke.	Haul-bowline.	Total.
	No.	*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	*No.*
Hired Artificers and Labourers, with reference to the Establishment of Shipwrights (inclusive of Factory)	2	48	1,083	519	1,264	805	375	22	4,118
Hired Ropemakers	-	-	1	-	-	5	-	-	6
Hired Labourers for Ropery	-	-	10	-	-	2	-	-	12
Hired House Boys	-	-	14	-	-	9	-	-	23
Hired Workpeople for the Spinning Machines in the Ropery	-	-	79	-	-	108	-	-	187
Colour Women	-	-	4	4	9	8	-	-	25
Number of Men	2	48	1,191	523	1,273	937	375	22	4,371
	£.	£.	£.	£.	£.	£.	£.	£.	£.
Amount of Wages*	74	2,000	53,710	26,244	58,067	42,666	14,387	805	197,953
Increases of Pay	-	-	51	23	92	16	11	-	193
Total £.	74	2,000	53,761	26,267	58,159	42,682	14,398	805	198,146

* Provision is made for 53 weeks, the number of weeks' payments in 1870–71.

Appendix, No. 15.

STATEMENT of the Numbers and Description of Workmen authorised as the Establishments at the several Victualling Yards at Home.

DESCRIPTION.	Royal Victoria.	Royal Clarence.	Royal William.	Haulbowline.	Total.
	No.	*No.*	*No.*	*No.*	*No.*
Coopers and Apprentices	43	13	13	1	70
Sawyers	2	-	-	-	2
Blacksmiths	6	3	3	-	12
Millers and Millers' Boys	5	3	3	-	11
Bakers and Bakers' Boys	12	8	8	-	28
Other Trades	42	14	13	2	71
Leading Men of Stores, 1st Class	3	3	3	-	9
Ditto - ditto - 2nd Class	7	4	3	-	14
Storehousemen, 1st Class	2	-	-	-	2
Ditto - 2nd Class	10	6	6	-	22
Leading Men of Labourers	7	2	2	1	12
Labourers	60	18	19	8	105
Total Numbers	199	74	73	12	358
	£.	£.	£.	£.	£.
Amount of Wages £.					

Appendix, No. 16.

Statement showing the Distribution of the Amounts proposed to be Voted for the several Services of Vote 10, Sect. 1, in 1870-71.

N.B.—The amounts are net, *i.e.*, produced by the deduction from the Gross Amount required of the Credits expected to be realised for the Supplies of Materials, &c., to other Departments of the Admiralty, and for extra Receipts on account of Supplies to other Departments of Government, private individuals, &c.

SUB-HEADS.	Deptford.	Chatham.	Sheerness.	Portsmouth.	Devonport.	Pembroke.	Haulbowline.	Naval Yards Abroad.	Other than Naval Yards both at Home and Abroad.	Total.
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
A.—Timber, Masts, Deals, &c.	50	2,550	800	4,250	3,750	4,550	100	3,700	3,400	23,150
B.—Metals and Metal Articles, including Iron Armour Plates, Iron Beams, and Iron Masts	2,524	86,458	22,848	109,106	29,940	72,604	150	2,750	6,620	333,000
C.—Coals and other Fuel, &c.	100	6,500	17,500	20,000	15,100	2,200	2,700	78,000	59,000	201,100
D.—Hemp, Canvas, &c.	5,690	31,360	1,935	2,514	31,566	85	950	1,850	1,200	77,150
E.—Paint, Materials, &c.	5,320	16,815	9,295	30,686	22,210	314	1,100	10,950	23,000	119,690
F.—Freight and Sundry Expenses connected with Naval Stores	–	–	–	–	–	–	–	10,000	15,000	25,000
Total £.	13,684	143,683	52,378	166,556	102,566	79,753	5,000	107,250	108,220	779,090

Statement showing the Distribution among the several Dockyards of the Amounts provided in the Estimates for 1870–71, under Vote 10, Section 2.

SUB-HEADS.	Chatham.	Sheerness.	Portsmouth.	Devonport.	Pembroke.	Other than Her Majesty's Yards.	Total.
	£.	£.	£.	£.	£.	£.	£.
A.—Steam Machinery for Her Majesty's Ships and Vessels	66,100	9,500	39,670	22,000	60,403	40,500	238,173
B.—Ships Building by Contract	–	–	–	–	–	184,000	184,000
C.—Steamboats to be Ordered	–	–	–	–	–	3,500	3,500
D.—Experimental Purposes, &c.	–	–	–	–	–	3,000	3,000
E.—Repairs of Ships at other than Her Majesty's Yards	–	–	–	–	–	33,000	33,000
F.—Salaries, Pay, Subsistence, and Travelling Expenses of Dockyard Officers, Workmen, and others, superintending Ships Building by Contract	–	–	–	–	–	4,500	4,500
Total £.	66,100	9,500	39,670	22,000	60,403	268,500	466,173

Appendix, No. 17.

DETAILED STATEMENT of the Sums required for Works under £. 500 each, taken under Vote No. 11, "New Works, Buildings, Machinery, and Repairs."

Establishment.	Description of Work.	Amount.	Page.
		£.	
Chatham	Extension of Roof over Hydraulic Press	210	102
	Roof over Angle Plate Bending Machine	100	
	Gas Fittings for Cement Mills	40	
	Enclosure to Engine at Slip No. 6	60	
	Total £.	410	
Sheerness	Renewing two Penstock Sluices	130	102
	Dredging Mud from Basins and Camber	350	
	Total £.	480	
Portsmouth	Additional Bollard and Ties at King's Stairs Jetty	60	103
	Extension of Railways	300	
	Services at Docks Nos. 7 and 10	100	
	„ in Boat Store and Boat-house	425	
	„ in Joiners' Shop	195	
	„ in Plumbers' Shop	55	
	Gas Fittings in Smithery and Saw Mills	40	
	Total £.	1,175	
Devonport	Dredging Mud	200	103
	New Shed near Anchor Wharf Jetty	150	
	Total £.	350	
Keyham	Extending Temporary Line of Rails to connect with North Jetty	180	103
	Interest on Outlay for Branch Line of Railway into the Yard from the Cornwall Railway	380	
	Total £.	560	
Pembroke	Loan Tool Store and Forges at Head of Slip No. 1	275	104
	Traveller Ways at Sides of Dock	315	
	Engine and Boiler-house at Head of Slip No. 4	340	
	Shed for Galvanising Apparatus	80	
	Latrine for Smitheries	180	
	Total £.	1,190	
Portland Coaling and Watering Depôt.	Water Tank at Engine House	250	105
	Boundary Wall to Chene Pumping Station	150	
	Total £.	400	
Lewes Naval Prison	Altering Rooms to form additional Cells	150	105
	Total £.	150	

Appendix, No. 17.—Detailed Statement of the Sums required for Works, &c.—*continued.*

Establishment.	Description of Work.	Amount.	Page.
		£.	
Deptford, Royal Victoria Victualling Yard.	Extending Railway into Yard - - -	100	105
	Total - - - £.	100	
Haslar Hospital -	Disinfecting Oven for Zymotic Wards - -	190	106
	Total - - - £.	190	
Yarmouth Hospital	Improved Accommodation for Agent's Stores -	250	106
	Total - - - £.	250	
Chatham Barracks -	Additional Balusters to Stairs, Soldiers' Passages - - - - - - - -	60	107
	New Kitchener Officers' Mess Establishment -	40	
	Alterations to Canteen - - - - -	20	
	Alterations to Gateway, North Entrance -	20	
	Expense Magazine - - - - -	10	
	Total - - - £.	150	
Forton Barracks -	Fence around Mill Pond - - - -	300	107
	Enlargement of Butcher's Shop - - -	170	
	Water Closets for Sick Ward, and in one of the Barrack Blocks - - - - -	150	
	Total - - - £.	620	
Plymouth Barracks	Additional Kitchen Accommodation to Officers' Quarters, South Wing - - - -	160	107
	Contribution to Local Board for extending Outfall of Sewer - - - - - -	200	
	Total - - - £.	360	
Gibraltar Naval Yard	Latrines and Urinals - - - - -	120	108
	Total - - - £.	120	
Malta Naval Yard -	Shed for Field Guns on Naval Parade Ground	130	109
	Total - - - £.	130	
Bermuda Naval Yard	Additions to Chaplain's Dwelling - - -	155	109
	Additions to Surgeon's Dwelling - - -	45	
	Total - - - £.	200	
Esquimalt Naval Yard.	Boundary Fence - - - - - -	280	110
	Total - - - £.	280	
Bermuda Hospital -	Jalousie Blinds to Verandah - - - -	80	112
	Improving Assistant Surgeon's Quarters -	200	
	Total - - - £.	280	
Cape of Good Hope Hospital.	Lavatory, &c. - - - - - - -	70	112
	Total - - - £.	70	

Appendix, No. 18.

DETAILED STATEMENT of the Sums required for Repairs and Maintenance of Buildings, taken under Vote No. 11, "New Works, Buildings, Machinery, and Repairs."

	Class 1.	Class 2.	Class 3.		Class 4.	Class 5.		Class 6.	Class 7.	Class 8.	Class 9.	Class 10.	TOTAL.	Page of Estimate.
			Workshops.			Docks, &c.								
	Dwellings.	Office	Buildings.	Furnaces, &c.	Storehouses.	Docks.	Caissons.	Slips.	Wharf Walls, Boundary Walls, &c.	Paving, Drains, &c.	Miscellaneous.	Gas Fittings.		
HOME.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Naval Yards:														
Chatham	715	160	740	1,250	555	70	50	495	130	490	145	200	5,000	102
Sheerness	270	70	160	400	450	140	100	20	80	110	120	80	2,000	102
Portsmouth, &c.	260	50	225	400	205	410	800	200	460	430	920	640	5,000	103
Devonport	150	140	615	550	150	100	–	150	540	250	265	90	3,000	103
Keyham	140	95	335	300	180	30	360	–	55	255	200	50	2,000	104
Pembroke, &c.	70	130	650	600	280	60	120	1,050	140	325	115	260	3,800	104
Outports:														
Haulbowline	220	130	10	–	200	–	–	–	40	40	60	–	700	105
Portland	–	20	30	–	140	–	–	–	–	–	140	–	330	105
Lewes Naval Prison	30	90	10	–	–	–	–	–	5	10	5	–	150	105
Victualling Yards:														
Royal Victoria	195	60	350	50	330	35	–	–	70	35	25	50	1,200	105
Royal Clarence	10	10	110	60	40	–	–	–	135	60	60	15	500	105
Royal William	15	10	200	110	70	–	–	–	35	30	20	10	500	106
Medical Establishments:														
Chatham	60	170	–	–	35	–	–	–	10	100	15	10	400	108
Haslar	190	745	10	–	25	–	–	–	610	280	90	50	2,000	106
Plymouth	120	600	–	–	15	–	–	–	10	20	30	5	800	106
Yarmouth	20	200	10	–	20	–	–	–	30	20	190	10	500	106
Marine Divisions:														
Chatham	600	245	–	–	40	–	–	–	35	90	170	20	1,200	107
Forton	485	160	15	–	85	–	–	–	15	200	200	40	1,200	107
Eastney	285	270	45	–	35	–	–	–	20	45	175	125	1,000	107
Plymouth	825	60	–	–	30	–	–	–	10	10	55	10	1,000	107
Mill Bay	125	10	–	–	–	–	–	–	–	5	5	5	150	107
Deal Depôt	555	230	10	–	40	–	–	–	20	90	30	25	1,000	107
Coast Guard	6,500	–	–	–	–	–	–	–	–	–	–	–	6,500	108
Plymouth Breakwater	–	–	–	–	–	–	–	–	1,500	–	–	–	1,500	104
Admiralty Offices	500	5,400	–	–	–	–	–	–	–	–	–	100	6,000	108
FOREIGN.														
Naval Yards:														
Gibraltar	80	15	20	–	195	–	–	–	5	20	5	10	350	108
Malta	300	130	55	–	600	20	10	–	90	100	90	5	1,400	109
Bermuda Naval and Victualling	500	100	120	40	110	–	–	–	230	70	30	–	1,200	109
Halifax	350	140	40	–	160	–	70	–	205	150	80	5	1,200	109
Jamaica	330	50	260	–	330	–	–	–	200	20	10	–	1,200	110
Antigua	10	20	110	–	45	–	–	–	10	10	15	–	220	110
Ascension	100	90	20	–	10	–	–	–	20	40	10	–	300	110
Vancouver's Island	20	10	10	–	20	–	–	–	20	10	10	–	100	110
Cape of Good Hope	90	20	60	–	90	–	–	–	80	20	40	–	400	110
Trincomalee	520	20	40	–	80	–	–	–	50	50	40	–	800	110
Singapore	–	–	–	–	–	–	–	–	100	–	–	–	100	111
Hong Kong and Kowloon	50	40	60	–	90	–	–	–	70	80	10	–	400	111
Shanghae	20	20	–	–	130	–	–	–	20	10	–	–	200	111
Victualling Yards:														
Gibraltar	30	10	–	–	20	–	–	–	5	10	25	–	100	111
Malta	65	20	70	–	75	–	–	–	30	25	10	5	300	111
Halifax	50	150	–	–	100	–	–	–	50	45	5	–	400	111
Cape of Good Hope	30	–	–	–	30	–	–	–	20	10	10	–	100	111
Medical Establishments:														
Lisbon	15	70	–	–	–	–	–	–	10	5	–	–	100	112
Malta	120	100	–	–	–	–	–	–	80	60	15	5	380	112
Bermuda	135	65	–	–	–	–	–	–	85	30	15	–	330	112
Jamaica	40	500	–	–	10	–	–	–	30	10	10	–	600	112
Cape of Good Hope	40	40	–	–	–	–	–	–	10	5	5	–	100	112
Yokohama	30	80	–	–	–	–	–	–	20	20	–	–	150	112
TOTAL £.	15,275	10,745	8,150		5,020	2,375		1,915	5,390	3,695	3,470	1,825	57,860	

Appendix, No. 19.

Statement of Pay of Superintending Engineers, Clerks of Works, Draughtsmen, Clerks, Foremen, Office Keepers, &c., not on the Establishment, but temporarily employed on Engineering and Architectural Works and Repairs, provided for under Vote No. 11.

Superintending and Assistant Civil Engineers.	Clerks of Works.	Draughtsmen and Clerks.	Foremen.	Office Keepers.	Establishments.	Required for the Year 1870–71.
						£.
–	–	–	1	–	London - - -	Under Revision.
2	2	9	12	2	Chatham - - -	
–	–	1	–	1	Sheerness - - -	
1	1	8	8	2	Portsmouth - - -	
–	–	1	–	–	Gosport - - -	
–	–	2	1	1	Devonport and Keyham	
1	–	1	–	–	Plymouth Breakwater -	
–	1	–	1	1	Plymouth - - -	
–	–	2	1	1	Pembroke - - -	
–	–	1	2	–	Haulbowline - -	
–	–	1	–	–	Deal - - - -	
–	1	–	–	–	Yarmouth - - -	
–	–	–	3	–	Coast Guard - -	
–	–	2	1	–	Gibraltar - - -	
1	–	3	1	–	Malta - - - -	
1	–	–	3	1	Bermuda - - -	
–	–	1	1	–	Halifax - - -	
6	5	32	35	9	Total - - £.	13,200

No.	
6	Superintending and Assistant Civil Engineers, Salaries varying from 200 *l.* to 750 *l.* p' ann.
4	Clerks of Works - - - - - - ditto - - 200 *l.* to 300 *l.* p' ann.
32	Draughtsmen and Clerks - - - - ditto - - 40 *l.* to 250 *l.* p' ann.
35	Foremen - - - - - - - - ditto 4 *s.* 6 *d.* per day to 4 *l.* per week.
9	Office Keepers - - - - - - - ditto 1 *s.* 6 *d.* per day to 4 *s.* per day.
1	Clerk of Works under War Department allowed an addition to his pay of 1 *l.* per week.
87	- - Total.

Note.—The foregoing appointments are temporary, and liable to change, in proportion to the character and extent of the works authorised, for which this extra superintendence is required.

Appendix, No. 20.

A RETURN, giving an Analysis of the Expenditure in the Year 1868-69 (the last Financial Year closed), for Miscellaneous Payments and Allowances.

	£.	s.	d.
Proctor's Expenses in procuring condemnation of Piratical Junks captured by Her Majesty's Ships	336	9	4
Payments to Professional Persons, Ministers of Religion, and others, for Special Services, &c.; and Wages, &c. of Interpreters	2,091	10	6
Subsistence, Travelling Expenses, &c., of Naval Officers on Special Services	799	11	9
Wages of Petty Officers and Seamen employed as Signal Men between St. Ann's Head and Pembroke Dockyard	173	17	3
Presentations to Officers, &c. for Distinguished Services; and Presents to Chiefs in Niger District	441	8	4
Expenses incurred on account of the Establishments of Her Majesty and the Royal Family	1,564	3	–
Postages by Captains, Paymasters, and Consuls; Conveyance of Despatches; Conveyance of Mails from Panama to Vancouver's Island; Quarantine Expenses; and Per-centage on Payment by Commission Agents, Consuls, &c.	680	1	3
Freight of Specie for the use of Her Majesty's Ships	440	7	11
Conveyance and Stowage of Guns, Powder, Shot, and Shell	262	6	3
Rents of Drill Ground and Rifle Range at Devonport; of Pier at Cowes for use of Her Majesty's Ships; and of other Premises, &c., for the Naval Service	367	13	8
Boat Hire for Her Majesty's Ships; Special Allowance to Ward and Gun Room Officers of H. M. S. "Galatea," for period during which the Duke of Edinburgh was on board; entertainment of visitors to the Duke of Edinburgh on board H. M. S. "Racoon," in Australia; entertainment of Mandarins, &c. engaged in the suppression of Piracy; Grant to Naval Canteen at Malta; Prize Firing allowances, and other miscellaneous allowances	2,334	11	8
Total Expenditure for Miscellaneous Payments and Allowances in the Year 1868-69 - - - £.	9,492	–	11

RETABULATION OF THE NAVY ESTIMATES

Into Divisions representing Heads of Service, with the view of enabling Final Expense and Manufacturing Accounts to be compiled, so as to be in accord with the Estimates, and Appropriation, and Savings and Deficiencies Accounts, in order to make the present varied and apparently unconnected Naval Accounts into one great Account.

Explanation.

Hitherto only the Estimates, and the Appropriation, and Savings and Deficiencies Accounts, have been uniform, or have had any traceable connection as to figures; the Expense Accounts, for all the outside world could tell, had no connection with the money as voted in the Estimates, or as expended in the Appropriation, and Savings and Deficiencies Accounts, and the Manufacturing Accounts had no figures that could be traced either to the Expense Accounts, or Estimates, or Appropriation, and Savings and Deficiencies Accounts; so that there were practically three distinct sets of Accounts for the expenditure of the same money as voted, not one of which Accounts appeared to have any relation to another. The first of these consisted of the Estimates, Appropriation, and Savings and Deficiencies Accounts. The second, the Expense Accounts. The third, the Manufacturing and Factory Accounts, and Accounts of Conversions of Timber.

Under this retabulation of the Estimates, the form of which all succeeding Accounts will follow, we shall have but one great Account in certain divisions, and Members will be able easily to trace the money the House has voted from the Estimates, through the Appropriation, and Savings and Deficiencies Accounts, into the final Expense and Manufacturing Accounts for each Division.

Division 1. Naval Yards, brings together into one view all the amounts of the various Votes appertaining to the building, repair, and maintenance of the Fleet and Coastguard, including salaries, wages, stores, all new buildings, and machinery and repairs to the same, Civil Pensions to Officers and Artificers who were previously employed in connection with such duties; and this Division would represent the money the House of Commons had granted to the Admiralty to use in their capacity of shipbuilders like Napier and Laird, and shipowners and users like Cunard and the Peninsular and Oriental Company, and will be accounted for in our Expense and Manufacturing Accounts under the head of Division 1, Naval Yards.

Division 2. Victualling, in like manner deals with the Expense of Victualling the Fleet, Coastguard, &c.; and Victualling, Expense, and Manufacturing Accounts will deal with and account for expenditure under this Division.

It is proposed to compile Accounts for the other Divisions.

Another important addition made in this retabulation, and which will be carried through into the subsequent Accounts, is that each Naval Yard and each Victualling Yard is treated as a separate establishment, and stands upon its own merits; and each Yard will account for the money that has been disbursed on its behalf in final Expense and Manufacturing Accounts, debiting itself with such money in the same form and manner as in this retabulation, and accounting for it in Ships built, repaired, and maintained, or in Victualling Stores converted, or issues from each Yard of stores, whether converted or not, to Ships and Services. This will enable a comparison to be made as to the relative economy of each Yard, and will, it is hoped, lead to important results, by giving the Admiralty detailed information.

RETABULATION OF THE NAVY ESTIMATES

Into Divisions representing Heads of Service, with the view of enabling Final Expense and Manufacturing Accounts to be compiled so as to be in accord with the Estimates, and Appropriation, and Savings and Deficiencies Accounts, in order to make the present varied and apparently unconnected Naval Accounts into one great Account.

RETABULATION of the NAVY ESTIMATES.

RECAPITULATION of the ABSTRACT (given at page 4), of the "ESTIMATE of the Sums required to meet the Expenses which may be incurred in the Naval Department in the Year 1870–71, as compared with the Sums voted for the preceding Year, under the following heads, viz.:

No. of Vote.	Page.	ABSTRACT:	1870–71.	1869–70.	DIVISION 1 (NAVAL YARDS). No. of Vote.	Page	1870–71.	1869–70.
			£.	£.			£.	£.
1	6	WAGES to Seamen and Marines	2,692,731	2,762,353			-	-
2	11	VICTUALS and CLOTHING for ditto	968,857	1,172,268			-	-
3	14	ADMIRALTY OFFICE	159,368	168,704			-	-
4	20	COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, and ROYAL NAVAL RESERVE	196,955	224,073			-	-
5	24	SCIENTIFIC BRANCH	68,794	62,820			-	-
6	31	DOCKYARDS and NAVAL YARDS at HOME and ABROAD	878,352	1,086,004	6	31	878,352	1,086,004
7	64	VICTUALLING YARDS and TRANSPORT ESTABLISHMENTS at HOME and ABROAD	69,267	80,671			-	-
8	78	MEDICAL ESTABLISHMENTS at HOME and ABROAD	57,730	54,757			-	-
9	92	MARINE DIVISIONS	18,122	16,566			-	-
10	98	NAVAL STORES for the Building, Repair, and Outfit of the Fleet and Coast Guard, Steam Machinery, and Ships Built by Contract:						
Sec. I.		Section I. Naval Stores	779,090	801,572	10 (I.)	98	779,090	801,572
Sec. II.		Section II. Steam Machinery, and Ships Built by Contract	466,173	767,070	10(II.)	98	466,173	767,070
11	101	NEW WORKS, Buildings, Machinery, and Repairs	744,232	749,816	11	101	675,952	675,410
12	114	MEDICINES and Medical Stores	73,150	79,300			-	-
13	115	MARTIAL LAW and LAW CHARGES	16,678	18,144			-	-
14	117	MISCELLANEOUS SERVICES	118,791	120,650			-	-
		TOTAL for EFFECTIVE SERVICE £.	7,308,290	8,164,768			2,799,567	3,330,056
15	121	HALF PAY, Reserved Half Pay, and Retired Pay to Officers of the Navy and Royal Marines	782,100	723,231			-	-
16	126	MILITARY and CIVIL PENSIONS and ALLOWANCES:						
Sec. I.		Section I. Military Pensions and Allowances	635,666	569,728			-	-
Sec. II.		Section II. Civil Pensions and Allowances	287,134	222,566	16(II.)	126	161,806	125,431
		TOTAL FOR THE NAVAL SERVICE £.	9,013,190	9,680,293			2,961,373	3,455,487
		FOR THE SERVICE OF OTHER DEPARTMENTS OF GOVERNMENT:						
17	143	ARMY DEPARTMENT (Conveyance of Troops)	237,340	316,348			-	-
		GRAND TOTAL £.	9,250,530	9,996,641				
						TOTAL £.	2,961,373	3,455,487

RETABULATION of the NAVY ESTIMATES.

DIVISION 2, VICTUALLING.				OTHER DIVISIONS.				GRAND TOTAL.			
No. of Vote.	Page.	1870-71.	1869-70.	No. of Vote.	Page.	1870-71.	1869-70.	No. of Vote	Page.	1870-71.	1869-70.
		£.	£.			£.	£.			£.	£.
		- -	- -	1	6	2,692,731	2,762,353	1	6	2,692,731	2,762,353
2		968,857	1,172,268			- -	- -	2	11	968,857	1,172,268
		- -	- -	3	14	159,368	168,704	3	14	159,368	168,704
		- -	- -	4	20	196,955	224,073	4	20	196,955	224,073
		- -	- -	5	24	68,794	62,820	5	24	68,794	62,820
		- -	- -			- -	- -	6	31	878,352	1,086,004
7	64	69,267	78,893	7	64	- -	1,778	7	64	69,267	80,671
		- -	- -	8	78	57,730	54,757	8	78	57,730	54,757
		- -	- -	9	92	18,122	16,566	9	92	18,122	16,566
		- -	- -			- -	- -	10 (I.)	98	779,090	801,572
		- -	- -			- -	- -	10(II.)	98	466,173	767,070
11	101	7,815	8,980	11	101	60,465	65,426	11	101	744,232	749,816
		- -	- -	12	114	73,150	79,300	12	114	73,150	79,300
		- -	- -	13	115	16,678	18,144	13	115	16,678	18,144
		- -	- -	14	117	118,791	120,650	14	117	118,791	120,650
		1,045,939	1,260,141			3,462,784	3,574,571			7,308,290	8,164,768
		- -	- -	15	121	782,100	723,231	15	121	782,100	723,231
		- -	- -	16 (I.)	126	635,666	569,728	16 (I.)	126	635,666	569,728
16(II.)	126	8,781	6,807	16(II.)	126	116,547	90,328	16(II.)	126	287,134	222,566
		1,054,720	1,266,948			4,997,097	4,957,858			9,013,190	9,680,293
		- -	- -	17	143	237,340	316,348	17	143	237,340	316,348
		1,054,720	1,266,948			5,234,437	5,274,206			9,250,530	9,996,641

DIVISION 1.

NAVAL YARDS.

RETABULATION of the NAVY ESTIMATES.—DIVISION 1. NAVAL YARDS (for Details, *see* page 204).

RECAPITULATION of the Abstract (given at page 4) of the "Estimate of the Sums Required to meet the Expenses which may be incurred in the Naval Department in the „Year 1870-71, as compared with the Sums Voted for the preceding Year, under the following Heads; viz.":

Number of Vote.	Page.	ABSTRACT.	Required to be Voted for the Service of the Year 1870-71.	Last Vote, for the Financial Year 1869-70.
			£.	£.
1	196	Wages to Seamen and Marines	2,692,731	2,762,353
2	„	Victuals and Clothing for ditto	968,857	1,172,268
3	„	Admiralty Office	159,368	168,704
4	„	Coast Guard Service, Royal Naval Coast Volunteers, and Royal Naval Reserve	196,955	224,073
5	„	Scientific Branch	68,794	62,820
6	„	Dockyards and Naval Yards at Home and Abroad	878,352	1,086,004
7	„	Victualling Yards and Transport Establishments at Home and Abroad	69,267	80,671
8	„	Medical Establishments at Home and Abroad	57,730	54,757
9	„	Marine Divisions	18,122	16,566
10		Naval Stores for the Building, Repair, and Outfit of the Fleet and Coast Guard, Steam Machinery, and Ships built by Contract:		-
Sect. I.	„	Section I. Naval Stores	779,090	801,572
Sect. II.		Section II. Steam Machinery and Ships built by Contract	466,173	767,070
11	„	New Works, Buildings, Machinery, and Repairs	744,232	749,816
12	„	Medicines and Medical Stores	73,150	79,300
13	„	Martial Law and Law Charges	16,678	18,144
14	„	Miscellaneous Services	118,791	120,650
		Total for Effective Services £.	7,308,290	8,164,768
15	„	Half-Pay, Reserved Half-Pay, and Retired Pay to Officers of the Navy and Royal Marines	782,100	723,231
16		Military and Civil Pensions and Allowances:		
Sect. I.	„	Section I. Military Pensions and Allowances	635,666	569,728
Sect. II.		Section II. Civil Pensions and Allowances	287,134	222,566
		TOTAL FOR THE NAVAL SERVICE £.	9,013,190	9,680,293
		FOR THE SERVICE OF OTHER DEPARTMENTS OF GOVERNMENT:		
17	„	Army Department (Conveyance of Troops)	237,340	316,348
		GRAND TOTAL £.	9,250,530	9,996,641

EXPLANATORY STATEMENT or ABSTRACT, showing Amounts under each Vote,

No. of Vote.	DIVISION 1. (NAVAL YARDS.) Page.	1870-71.	1869-70.	DEPTFORD STOREYARD. Page.	1870-71.	1869-70.	WOOLWICH. Page.	1870-71.	1869-70.	CHATHAM. Page.	1870-71.	1869-70.
		£.	£.		£.	£.		£.	£.		£.	£.
6	196	878,352	1,086,004	204	4,571	3,856	204	5,343	58,544	204	174,995	203,311
10												
Sect. I.	„	779,090	801,572	„	13,684	16,390	„	- -	12,903	„	143,683	194,093
Sect. II.	„	466,173	767,070	„	- -	- -	„	- -	13,850	„	66,100	73,100
11	„	675,952	675,410	„	- -	893	„	300	2,394	„	273,000	275,380
		2,799,567	3,330,056	-	18,255	51,139	-	5,643	87,691	-	657,778	745,884
16												
Sect. I.												
Sect. II.	196	161,806	125,431	-	- -	- -	-	- -	- -	-	- -	- -
		2,961,373	3,455,487	„	18,255	51,139	„	5,643	87,691	„	657,778	745,884
Totals for Naval Yards for Building, Repair, and Outfit of the Fleet, &c.	196	2,961,373	3,455,487									

Deptford	-	18,255	51,139
Woolwich	-	5,643	87,691
Chatham	-	657,778	745,884
Sheerness	-	176,066	214,041
Portsmouth	-	687,228	670,866
Devonport	-	346,221	388,100
Pembroke	-	235,609	182,774
Haulbowline	-	29,883	22,629
Yards Abroad	-	266,164	266,352
Other than Yards	-	538,526	826,011
TOTAL (Division 1)	£.	2,961,373	3,455,487

RETABULATION of the NAVY ESTIMATES.—DIVISION 1. NAVAL YARDS (for Details, see page 204.)

for the "Naval Yards, &c.," for the Building, Repair, and Outfit of the Fleet and Coast Guard, &c., for each Naval Dockyard.

SHEERNESS.		PORTSMOUTH.			DEVONPORT and KEYHAM.			PEMBROKE.			HAULBOWLINE.			TOTAL of HOME YARDS.			NAVAL YARDS ABROAD.			TOTAL of YARDS at HOME and ABROAD.			OTHER THAN YARDS. (As Contract Ships, and Stores for which Special Votes cannot now be given.)			TOTAL DIVISION 1. NAVAL YARDS.			Number of Vote.
re.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	
	£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.	
4	107,478	133,610	204	209,387	267,242	205	203,540	235,143	205	77,566	91,521	205	863	697	205	788,743	996,927	205	64,609	89,077	205	853,352	1,086,004	-	-	-	-	204	853,352	1,086,004	6
																															10
	52,378	50,009	„	166,556	108,824	„	102,566	116,122	„	79,733	84,971	„	5,000	852	„	363,620	361,164	„	107,250	114,838	„	470,870	476,002	205	108,220	122,570	„	779,090	801,572	Sec. I.
	9,500	22,500	„	39,670	23,900	„	22,000	14,600	„	60,403	41,110	„	- -	- -	„	197,673	189,060	„	- -	- -	„	197,673	189,060	„	268,500	578,010	„	466,173	767,070	Sec. II.
	6,710	7,922	„	271,615	270,900	„	18,115	22,235	„	17,887	12,169	„	24,020	21,080	„	611,047	613,978	„	64,305	69,437	„	675,352	683,410	-	- -	- -	-	675,352	683,410	11
	176,066	214,041	-	687,228	670,866	-	346,221	388,100	-	235,609	182,774	-	29,883	22,629	-	2,156,683	2,363,124	-	266,164	266,352	-	2,422,847	2,629,476		376,720	700,580	-	2,799,567	3,330,056	
	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	205	161,806	125,431	-	161,806	125,431	16 Sec. II.
	176,066	214,041	„	687,228	670,866	„	346,221	388,100	„	235,609	182,774	-	29,883	22,629	-	2,156,683	2,363,124	„	266,164	266,352	-	2,422,847	2,629,476	-	538,526	826,011	-	2,961,373	3,453,487	
	176,066	214,041																												
	- -	- -		687,228	670,866																									
	- -	- -		- -	- -		346,221	388,100																						
	- -	- -		- -	- -		- -	- -		235,609	182,774																			
	- -	- -		- -	- -		- -	- -		- -	- -		29,883	22,629															
	- -	- -		- -	- -		- -	- -		- -	- -		- -	- -		2,156,683	2,363,124												
	- -	- -		- -	- -		- -	- -		- -	- -		- -	- -		- -	- -		266,164	266,352									
	- -	- -		- -	- -		- -	- -		- -	- -		- -	- -		- -	- -		- -	- -		2,422,847	2,629,476						
	- -	- -		- -	- -		- -	- -		- -	- -		- -	- -		- -	- -		- -	- -		- -	- -		538,526	826,011			

4.

DIVISION I.

(NAVAL YARDS.)

DETAILS OF PAGE 200.

RETABULATION of the NAVY ESTIMATES.—DIVISION I.—NAVAL YARDS.—(Details of Page 200.)

Number of Vote.	Reference Letter. Home.	Reference Letter. Abroad.		DEPTFORD STOREYARD. Page.	DEPTFORD STOREYARD. 1870-71.	DEPTFORD STOREYARD. 1869-70.	WOOLWICH. Page.	WOOLWICH. 1870-71.	WOOLWICH. 1869-70.	CHATHAM. Page.	CHATHAM. 1870-71.	CHATHAM. 1869-70.	SHEERNESS. Page.	SHEERNESS. 1870-71.	SHEERNESS. 1869-70.	PORTSMOUTH. Page.	PORTSMOUTH. 1870-71.	PORTSMOUTH. 1869-
					£.	£.		£.	£.		£.	£.		£.	£.		£.	£
			VOTE 6.—Dockyards and Naval Yards at Home and Abroad.															
6	A.	N.	Salaries and Allowances	216	1,236	1,230	216	740	8,864	216	15,643	18,100	216	14,997	17,211	216	22,171	27
	B.	O.	Rents, Rates, Taxes, and Water	„	135	- -	„	370	505	„	407	550	„	520	650	„	2,230	2
	C.	P.	Lighting with Gas	„	- -	100	„	300	425	„	1,400	1,400	„	700	700	„	1,900	2
	D.	Q.	Contingencies	„	- -	- -	„	50	1,591	„	632	535	„	537	537	„	897	9
	E.	R.	Wages, Established, Hired, and Steam Factory, &c. (excluding Vote 11)	„	2,975	2,272	„	2,443	11,052	„	149,264	174,822	„	84,586	106,268	„	168,358	218
	F.	S.	Wages, Yard Service Afloat	-	- -	- -	217	43	2,372	217	1,895	1,633	217	3,021	2,845	217	4,744	4
	G.	T.	Hire of Teams	-	- -	- -	„	- -	413	„	898	1,352	„	934	955	„	1,685	1
	H.	U.	Wages, Police Force	217	225	224	„	1,397	2,448	„	4,856	4,796	„	2,119	2,241	„	7,134	7
	I.	–	Wages, Artificers breaking up Old Ships	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	2,000	„	- -	2
	L.	V.	Extra Pay to Artificers, &c., of the Fleet	-	- -	- -	-	- -	- -	-	- -	- -	„	64	118	„	268	
	M.	–	Survey Valuation of Stock at the several Yards	„	- -	30	„	- -	74	„	- -	123	„	- -	85	„	- -	
			Total Vote 6	217	4,571	3,856	217	5,343	58,544	217	174,995	203,311	217	107,478	133,610	217	209,387	267,2
			VOTE 10, Sect. 1.—Naval Stores.															
10. Sect. 1.	A.	–	Timber, Masts, Deals, &c.	187	50	- -	-	- -	Cr. 207	187	2,550	Cr. 1,000	187	800	2,614	187	4,250	11
	B.	–	Metal and Metal Articles, including Iron Armour Plates, Iron Beams and Iron Masts	„	2,524	18,000	-	- -	7,840	„	86,458	124,200	-	22,848	24,970	„	109,106	47
	C.	–	Coals and other Fuel { For Steam Vessels	-	- -	- -	-	- -	648	-	- -	- -	-	11,000	6,736	„	10,000	8
			{ For Yard purposes	„	100	- -	-	- -	2,784	„	6,500	11,614	„	6,500	4,529	„	10,000	9
	D.	–	Hemp, Canvas, &c.	„	5,600	9,940	-	- -	196	„	31,369	34,340	„	1,935	300	„	2,514	8
	E.	–	Paint, Materials, Oil, Pitch, Tar, Tallow and other Miscellaneous Articles	„	5,320	18,450	-	- -	1,721	„	16,815	24,939	„	9,295	10,860	„	30,686	23
	F.	–	Freight and Sundry Expenses connected with Naval Stores	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
	–	–	*Local Purchases of Stores at Coast-guard Stations (included in the above Items)*	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
			Total Vote 10, Sect. 1.	187	13,684	46,390	-	- -	12,903	187	143,683	194,093	187	52,378	50,009	187	166,556	108,82
			VOTE 10, Sect. 2.—Steam Machinery and Ships Building by Contract.															
10. Sect. 2.	A.	–	Steam Machinery for Her Majesty's Ships and Vessels	-	- -	- -	-	- -	13,850	187	66,100	73,100	187	9,500	22,500	187	39,670	23,90
	B.	–	Ships, &c., Building by Contract { For Turret Ship "Captain"	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
			{ For Iron Armour-plated Ships and Gun-boats	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
			{ For Iron Armour-plated Ships first provided for in 1868-69	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
			TOTAL B. Ships, &c. Building by Contract	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
	C.	–	Steam Boats to be Ordered (Engines provided for under Item A.)	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
	D.	–	Experimental Purposes	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
	E.	–	Repairs of Ships at other than Her Majesty's Dockyards	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
	–	–	*Building and Repairing (including Machinery) Coast Guard Tenders*	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
	F.	–	For the Salaries, Pay, Subsistence, and Travelling Expenses of Dockyard Officers, Workmen, and Others Superintending Ships Building by Contract	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
			Total Vote 10, Sect. 2.	-	- -	- -	-	- -	13,850	187	66,100	73,100	187	9,500	22,500	187	39,670	23,90
11			VOTE 11.—New Works, Repairs, &c., Naval Yards only.															
	A. to G.	O.	Buildings	-	- -	500	-	- -	1,000	102	257,210	254,600	102	2,510	2,040	103	253,975	254,58
			Machinery	-	- -	193	-	- -	1,224	„	9,805	14,590	„	3,480	4,537	„	12,840	10,03
			Total	-	- -	693	-	- -	2,224	„	267,015	269,190	„	5,990	7,177	„	266,815	264,63
																	Portland Coaling, &c.	1,97
	S.	–	Contingencies	-	- -	- -	-	- -	- -	-	1,250	1,250	-	500	500	-	1,250	1,25
	T.	–	Temporary Superintendence, &c., of Engineering and Architectural Works and Repairs	-	- -	- -	-	- -	70	-	4,685	4,690	-	195	195	-	2,770	2,75
	V.	–	Shipping, Freight, and Conveying Machines from Deptford and Woolwich to Other Yards	-	- -	200	-	300	100	-	50	250	-	25	50	-	50	30
			Total Vote 11, Naval Yards only	-	- -	893	-	300	2,394	-	273,000	275,380	-	6,710	7,922	-	271,615	270,90
16 Sect. 2.			**VOTE 16, Sect. 2.—Civil Pensions**	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	- -	-	- -	
			TOTAL DIVISION 1, NAVAL YARDS	-	18,255	51,139	-	5,643	87,691	-	657,778	745,884	-	176,066	214,041	-	687,228	670,86

RETABULATION of the NAVY ESTIMATES - DIVISION I.—NAVAL YARDS.—(Details of Page 200.)

DEVONPORT AND KEYHAM.			PEMBROKE.			HAULBOWLINE.			TOTAL OF HOME YARDS.			NAVAL YARDS ABROAD			TOTAL OF YARDS AT HOME AND ABROAD			OTHER THAN YARDS, &c., Contract Ships, and Items for which Special Votes cannot have to be taken.			TOTAL, DIVISION 1. NAVAL YARDS.			Letter Reference.		Number of Vote.
Page.	1870-71.	1869-70.	Page.	1870-71	1869-70	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Home.	Abroad.	
	£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.			
216	24,663	29,518	216	9,492	10,977	–	– –	– –	216	88,042	113,502	216	30,705	26,248	216	119,047	139,750	–	– –	– –	216	119,047	139,750	A.	N.	
,,	1,760	1,900	,,	216	275	–	– –	– –	,,	5,838	5,805	,,	2,291	2,181	,,	8,029	8,076	–	– –	– –	,,	8,029	8,076	B.	O.	
,,	1,500	1,500	,,	600	600	–	– –	– –	,,	6,400	6,725	,,	510	550	,,	6,910	7,275	–	– –	– –	,,	6,910	7,275	C.	P.	
,,	951	1,051	,,	385	385	–	– –	– –	,,	3,452	5,296	,,	1,253	1,170	,,	4,705	6,466	–	– –	– –	,,	4,705	6,466	D.	Q.	
,,	160,144	185,420	,,	62,828	78,306	216	805	670	,,	631,403	808,171	,,	43,940	44,910	,,	675,343	853,080	–	– –	– –	,,	675,343	853,080	E.	R.	
217	5,680	5,102	217	802	293	217	58	– –	217	16,249	16,308	217	5,988	4,493	217	22,237	20,801	–	– –	– –	217	22,237	20,801	F.	S.	
,,	2,034	2,038	,,	1,196	1,534	,,	– –	– –	,,	6,747	7,045	,,	318	– –	,,	7,065	7,045	–	– –	– –	,,	7,065	7,045	G.	T.	
,,	6,534	6,986	,,	2,047	2,101	,,	– –	– –	,,	24,312	20,354	,,	6,012	5,907	,,	30,324	31,261	–	– –	– –	,,	30,324	31,261	H.	U.	
,,	– –	1,000	–	– –	– –	,,	– –	– –	,,	– –	5,000	,,	– –	– –	,,	– –	5,000	–	– –	– –	,,	– –	5,000	I.	–	
,,	268	500	–	– –	– –	,,	– –	– –	,,	600	1,118	217	3,522	3,522	,,	4,122	4,640	–	– –	– –	,,	4,122	4,640	L.	V.	
,,	– –	128	–	– –	53	,,	– –	27	,,	– –	613	,,	– –	387	,,	– –	1,000	–	– –	– –	,,	– –	1,000	M.	–	
217	203,540	235,143	217	77,566	94,524	217	863	697	217	783,743	996,927	217	94,609	89,077	217	878,352	1,086,004	–	– –	– –	217	878,352	1,086,004			6
187	3,750	2,000	187	4,550	*Cr.* 300	187	100	– –	187	16,050	15,029	187	3,709	5,899	187	19,759	20,928	187	3,400	3,000	187	23,159	23,929	A.		
,,	29,940	43,555	,,	72,604	32,000	,,	150	*Cr.* 300	,,	323,630	297,800	,,	2,750	2,660	,,	326,380	300,460	,,	6,820	8,520	,,	333,200	309,460	B.		
,,	9,000	6,684	,,	1,400	– –	,,	2,700	1,502	,,	34,100	29,014	,,	78,000	83,738	,,	112,100	107,752	,,	20,000	37,269	,,	171,100	165,512	C.		
,,	6,100	7,683	,,	800	1,921	,,	– –	– –	,,	30,000	32,621	–	– –	– –	,,	30,000	32,621	–	– –	– –	,,	30,000	37,021	D.		
,,	31,566	34,950	,,	85	– –	,,	950	*Cr.* 100	,,	74,100	87,580	,,	1,850	1,450	,,	75,950	89,030	,,	1,200	2,520	,,	77,150	91,550			
,,	22,210	21,250	,,	314	1,353	,,	1,100	*Cr.* 250	,,	85,740	102,120	,,	10,350	10,750	,,	96,090	112,870	,,	23,560	30,650	,,	119,650	143,520	E.		
–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	10,000	10,000	,,	10,000	10,000	,,	15,000	15,000	,,	25,000	25,000	F.		
,,	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	,,	– –	– –	–	– –	5,000	,,	– –	5,000	–		
187	102,566	116,122	187	79,753	34,971	187	5,000	852	187	563,620	564,164	187	107,250	114,838	187	670,870	679,002	187	108,220	122,570	187	779,090	801,572			10 Sect. 1.
187	22,000	14,600	187	60,403	41,110	–	– –	– –	–	197,673	189,060	–	– –	– –	–	197,673	189,060	187	40,500	105,010	187	238,173	295,070	A.		
–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	1,000	–					
–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	161,000	–					
–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	256,000						
–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	187	184,000	420,000	,,	184,000	420,000	B.		
–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	,,	3,500	– –	,,	3,500	– –	C.		
–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	,,	2,000	2,000	,,	2,000	2,000	D.		
–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	,,	35,000	35,000	,,	35,000	35,000	E.		
–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	7,000	–	– –	7,000			
–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	187	4,500	8,000	,,	4,500	8,000	F.		
187	22,000	14,600	187	60,403	41,110	–	– –	– –	–	197,673	189,060	–	– –	– –	–	197,673	189,060	187	268,500	578,010	187	466,173	767,070			10 Sect. 2.
108	6,840	11,625	104	6,960	4,510	105	23,700	20,760	–	551,195	550,305	–	56,947	57,560	–	608,142	607,865	–	– –	– –	–	608,142	607,865			
,,	9,775	8,530	,,	10,017	6,429	,,	– –	– –	–	45,917	45,463	–	4,218	1,717	–	50,135	47,180	–	– –	– –	–	50,135	47,180			
–	16,615	20,155	,,	16,977	10,939	,,	23,700	20 760	–	597,112	595,768	111	61,165	59,217	–	658,277	654,985	–	– –	– –	–	658,277	654,985			
–	– –	– –	,,	– –	– –	,,	– –	– –	–	730	1,970		– –	– –	–	730	1,970	–	– –	– –	–	730	1,970			
–	1,000	1,000	–	500	500	–	– –	– –	–	4,500	4,500	–	500	500	–	5,000	5,000	–	– –	– –	–	659,007	656,955			
–	475	980	–	360	480	–	320	320	–	8,805	9,485	–	2,640	2,470	–	11,445	11,955	–	– –	– –	–	5,000	5,000	S.		
–	25	100	–	50	250	–	– –	– –	–	500	1,250	–	– –	250	–	500	1,500	–	– –	– –	–	11,445	11,955	T.		
–	18,115	22,235	–	17,887	12,169	–	24,020	21,080	–	611,647	612,973	–	64,305	62,437	–	675,952	675,410	–	– –	– –	–	500	1,500	V.		
–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	–	– –	– –	196	161,806	125,431	196	675,952	675,410			11
–	346,221	388,100	–	235,609	182,774	–	29,883	22,629	–	2,156,683	2,363,124	–	266,164	266,352	–	2,422,847	2,629,476	–	538,526	826,011	–	161,806	125,431			16 Sect. 2.
																						2,961,373	3,455,487			

0.4.

DIVISION 2.

VICTUALLING.

RETABULATION of the NAVY ESTIMATES.—DIVISION 2.—VICTUALLING.

Number of Vote.	TITLE OF VOTE.	Page.	Required to be Voted for the Service of the Year 1870–71.	Last Vote for the Financial Year 1869–70.	SUB-DIVISIONS OF DIVISION 2. - DEPTFORD. Page.	DEPTFORD. 1870–71.	DEPTFORD. 1869–70.	GOSPORT. Page.	GOSPORT. 1870-71.	GOSPORT. 1869-70
	DIVISION 2.—VICTUALLING.		£.	£.		£.	£.		£.	£.
2	VICTUALS AND CLOTHING - -	197	968,857	1,172,268	212	432,600	565,729	212	64,160	71,422
7	VICTUALLING YARDS, WAGES, AND SALARIES.	„	69,267	78,893	„	31,158	34,299	„	11,342	14,406
11	NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS.	„	7,815	8,980	„	4,750	4,336	„	1,012	1,824
	TOTAL, EFFECTIVE SERVICE - - -	„	1,045,939	1,260,141	–	468,508	604,364	–	76,514	87,652
16 Sect. II.	CIVIL PENSIONS, &c. - - - -	126	8,781	6,807	–	- -	- -	–	–	–
	GRAND TOTAL, DIVISION 2 - £.	„	1,054,720	1,266,948	„	468,508	604,364	–	76,514	87,652
	DEPTFORD - - - - -					468,508	604,364			
	GOSPORT - - - - - -					76,514	87,652		76,514	87,652
	PLYMOUTH - - - - -					69,595	81,066			
	HAULBOWLINE - - - -					26,735	29,846			
	YARDS ABROAD - - - -					115,530	128,159			
	OTHER THAN YARDS - -					665,440	739,362			
	GROSS TOTAL - - - - -					1,422,322	1,670,449			
	REPAYMENTS, &c. - - - -					*367,602*	*403,501*			
	NET TOTAL - - - £.					1,054,720	1,266,948			

RETABULATION of the NAVY ESTIMATES.—DIVISION 2.—VICTUALLING (for Details see page 212).

SUB-DIVISIONS OF DIVISION 2.

PLYMOUTH.			HAULBOWLINE.			TOTAL HOME YARDS.			YARDS ABROAD.			OTHER THAN YARDS (Direct Purchases by Ships, &c.).			GROSS TOTAL.			REPAYMENTS (Supplies to other Departments, Issues to Seamen, &c.).			TOTAL DIVISION 2, VICTUALLING.			Number of Vote.
Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	Page.	1870-71.	1869-70.	
	£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.	
12	57,210	65,000	213	24,080	27,150	213	578,050	729,301	213	102,250	114,013	213	656,150	732,455	213	1,336,450	1,575,769	213	367,602	403,501	213	968,857	1,172,268	2
„	11,232	14,026	„	2,655	2,696	„	56,387	65,427	„	12,380	13,366	„	500	100	„	69,267	78,893	–	–	–	„	69,267	78,893	7
„	1,153	2,040	–	–	–	„	6,915	8,200	„	900	780	–	–	–	„	7,815	8,980	–	–	–	„	7,815	8,980	11
	69,595	81,066	–	26,735	29,846	–	641,352	802,928	–	115,530	128,159	–	656,650	732,555	–	1,413,541	1,663,642	–	367,602	403,501	–	1,045,939	1,266,148	
	–	–	–	–	–	–	–	–	–	–	–	„	8,781	6,807	„	8,781	6,807	–	–	–	„	8,781	6,807	16 Sect. II.
	69,595	81,066	„	26,735	29,846	„	641,352	802,928	„	115,530	128,159	„	665,440	739,362	„	1,422,322	1,670,449	„	367,602	403,501	„	1,054,720	1,266,948	
	69,595	81,066																						
				26,735	29,846	–	641,352	802,928																
										115,530	128,159													
													665,440	739,362										
																1,422,322	1,670,449							
																			367,602	403,501				
																						1,054,720	1,266,948	

4.

DIVISION 2.

VICTUALLING.

(Details of Page 208).

RETABULATION of the NAVY ESTIMATES.—DIVISION 2.—VICTUALLING (Details of Page 208).

Number of Vote.	Reference Letter. Home.	Reference Letter. Abroad.	DIVISION 2—VICTUALLING. TITLE OF SUB-HEAD OF VOTE.	SUB-DIVISIONS OF DIVISION 2. DEPTFORD. Page.	DEPTFORD. 1870–71.	DEPTFORD. 1869–70.	GOSPORT. Page.	GOSPORT. 1870–71.	GOSPORT. 1869–70.	PLYMOUTH. Page.	PLYMOUTH. 1870–71.	PLYMOUTH. 1869–70.
			Vote 2.—Victuals and Clothing:		£.	£.		£.	£.		£.	£.
2	A.	–	Provisions received under Contract	–	254,000	282,000	–	60,000	66,000	–	51,000	56,000
	B.	–	Savings (Payments for Provisions not taken up)	–	—	—	–	—	—	–	—	—
	C.	–	Allowance in lieu of Provisions and Fuel to Officers and Men borne on Ships' Books and not Victualled	–	—	—	–	—	—	–	—	—
	D.	–	Lights and Culinary Fuel for Service Afloat	–	23,000	41,000	–	40	60	–	110	200
	E.	–	Allowance in lieu of Lights to Officers, &c., Afloat	–	—	—	–	—	—	–	—	—
	F.	–	For Mess Traps, and Contributions in aid of Mess	–	1,000	1,000	–	400	400	–	400	400
	G.	–	Victualling Stores received under Contract, &c.	–	29,000	33,929	–	1,700	1,942	–	1,800	2,100
	H.	–	Freight, Lighterage, &c., on Provisions, and Victualling Stores	–	—	—	–	—	—	–	—	—
	I.	–	Seamen's Clothing, Soap, and Tobacco, Marine Clothing and Appointments	–	125,000	207,000	–	2,000	3,000	–	3,000	5,000
	K.	–	Allowances in lieu of Marine Clothing, &c.	–	—	—	–	—	—	–	—	—
	L.	–	Marine Barrack Stores	–	600	800	–	20	20	–	900	1,300
			Total, Vote 2	–	432,600	565,729	–	64,160	71,422	–	57,210	65,000
			Vote 7.—Victualling Yards:									
7	A.	I.	Salaries and Allowances	76	7,428	8,500	76	2,719	4,000	76	2,622	4,100
	B.	K.	Rent, Rates, Taxes, and Water	,,	529	646	,,	66	116	,,	385	410
	C.	L.	Lighting with Gas	,,	650	450	,,	150	160	,,	90	100
	D.	M	Contingencies	,,	300	283	,,	146	146	,,	131	158
	E.	N.	*Wages to Artificers, &c. (excluding Vote 11)	,,	*18,700	*20,600	,,	6,000	*7,259	,,	5,780	*6,906
	F.	–	Wages, Victualling Yard Hoys	,,	1,559	1,859	,,	1,008	1,490	,,	971	1,260
	G.	–	Wages, Police Force	,,	1,992	1,961	,,	1,253	1,235	,,	1,253	1,092
	H.	–	Survey Valuation of Stock	–	—	—	–	—	—	–	—	—
	O.	–	Extra Pay to Artificers, &c., of the Fleet	–	—	—	–	—	—	–	—	—
			Total, Vote 7	–	*31,158	*31,299	–	*11,312	*14,406	–	*11,232	*14,026
			Vote 11.—New Works, &c. (Victualling Yards only):									
11	–	–	Buildings	105	1,450	2,300	105	500	700	106	500	570
	–	–	Machinery	,,	2,900	1,636	,,	175	750	,,	190	1,130
	H.	P.	Total	–	4,350	3,936	–	675	1,450		690	1,700
	S.	–	Contingencies	–	400	400	–	300	300	–	[illegible]	[illegible]
	T.	–	Temporary Superintendence, &c. of Engineering and Architectural Works and Repairs	–	—	—	–	37	74	–	163	40
			Total, Vote 11	–	4,750	4,336	–	1,012	1,824	–	1,153	2,040
16 Sec. 2.	–	–	**Vote 16.—Section 2.—Pensions**	–	—	—	–	—	—	–	—	—
			TOTAL.—Division 2.—Victualling £.		468,508	604,364	–	76,514	87,652	–	69,595	81,066

The Amounts estimated as required for the several Yards under Vote 2 are not given in the Estimates, and, as shown here, are based on the

RETABULATION of the NAVY ESTIMATES.—DIVISION 2.—VICTUALLING (Details of Page 208).

SUB-DIVISIONS OF DIVISION 2.

HAULBOWLINE.			TOTAL OF HOME YARDS.			YARDS ABROAD.			OTHER THAN YARDS (Direct Purchases by Ships, &c.)			GROSS TOTAL.			REPAYMENTS (Supplies to other Departments, Issues to Seamen, &c. to be paid for).			NET TOTAL.			Reference Letter.		Number of Vote.
Page.	1870–71.	1869–70.	Page.	1870–71	1869–70.	Page.	1870–71.	1869–70.	Page.	1870–71.	1869–70.	Page.	1870–71.	1869–70.	Page.	1870–71.	1869–70.	Page.	1870–71.	1869–70.	Home.	Abroad.	
	£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.		£.	£.			
–	24,000	27,000	–	389,000	431,000	–	98,000	108,000	–	223,059	245,163	–	710,059	781,163	–	126,000	[illegible]	11	584,059	644,163	A.	–	
–	—	—	–	—	—	–	—	—	–	121,395	124,168	–	121,395	124,168	–	—	4	"	121,395	124,164	B.	–	
–	—	—	–	—	—	–	—	—	–	175,137	168,540	–	175,137	168,540	–	—	23	"	175,137	168,517	C.	–	
–	80	150	–	23,230	41,110	–	700	1,200	–	18,469	35,332	–	42,399	77,842	–	3,600	6,570	"	38,799	71,372	D.	–	
–	—	—	–	—	—	–	—	—	–	19,380	19,314	–	19,380	19,314	–	—	—	"	19,380	19,314	E.	–	
–	—	—	–	1,800	1,800	–	—	—	–	14,300	15,100	11	16,100	16,900	13	12,300	13,000	–	3,800	3,900	F.	–	
–	—	—	–	32,500	37,971	–	1,550	1,813	–	4,450	5,316	–	38,500	45,100	–	12,000	[illegible]	11	26,500	30,700	G.	–	2
–	—	—	–	—	—	–	—	—	–	15,500	17,100	–	15,500	17,100	–	500	600	"	15,000	16,500	H.	–	
–	—	—	–	130,000	215,000	–	2,000	3,000	–	48,669	82,580	11	180,669	300,580	13	211,902	227,342	–	Cr. 31,233	73,238	I.	–	
–	—	—	–	—	—	–	—	—	–	4,665	4,962	–	4,665	4,962	–	—	12	11	4,665	4,950	K.	–	
–	—	—	–	1,520	2,120	–	—	—	–	11,135	14,880	–	12,655	17,900	–	1,100	[illegible]	"	11,555	15,450	L.	–	
–	24,080	27,150	–	578,050	729,301	–	102,250	114,013	–	656,159	732,455	–	1,336,159	1,575,769	–	367,602	403,501	–	968,557	1,172,268			
76	1,180	1,246	76	19,349	17,856	76	4,588	4,996	–	—	—	76	18,537	22,852	–	—	—	76	18,537	22,852	A.	I.	
"	19	19	"	1,029	1,221	"	246	276	–	—	—	"	1,275	1,497	–	—	—	"	1,275	1,497	B.	K.	
"	5	5	"	895	715	"	160	150	–	—	—	"	1,055	865	–	—	—	"	1,055	865	C.	L.	
"	50	10	"	627	627	"	286	240	–	—	—	"	913	867	–	—	—	"	913	867	D.	M.	
"	1,288	1,261	"	*31,768	*36,029	"	7,100	7,704	–	—	—	"	*38,868	*43,733	–	—	—	"	*38,868	*43,733	E.	N.	7
"	83	82	"	3,621	4,691	–	—	—	–	—	—	"	3,621	4,691	–	—	—	"	3,621	4,691	F.	–	
–	—	—	"	[illegible]	[illegible]			—	–	—	—	–	[illegible]	[illegible]	–	—	—	"	4,498	4,288	G.	–	
–	—	—	–	—	—	–	—	—	–	—	100	–	—	100	–	—	—	–	—	100	H.	–	
–	—	—	–	—	—	–	—	—	77	500	—	77	500	—	–	—	—	77	500	—	O.	–	
–	2,655	2,696	–	[illegible]	[illegible]	–	[illegible]	[illegible]	–	500	100	–	[illegible]	[illegible]	–	—	—	–	69,267	78,893			
–	—	—	–	2,450	3,570	101	900	780	–	—	—	–	3,350	4,350	–	—	—	–	3,350	4,350	–	–	
–	—	—	–	3,265	3,516	–	—	—	–	—	—	–	3,265	3,516	–	—	—	–	3,265	3,516	–	–	
–	—	—	101	5,715	7,086	101	900	780	–	—	—	–	6,615	7,866	–	—	—	–	6,615	7,866			11
–	—	—	–	1,000	1,000	–	—	—	–	—	—	–	1,000	1,000	–	—	—	–	1,000	1,000	S.	–	
–	—	—	–	200	114	–	—	—	–	—	—	–	200	114	–	—	—	–	200	114	T.	–	
–	—	—	–	6,915	8,200	–	900	780	–	—	—	–	7,815	8,980	–	—	—	–	7,815	8,980			
–	—	- -	–	—	- -		—	- -	–	8,781	6,807	–	8,781	6,807	–	—	- -	–	8,781	6,807			16 Sec. 2.
–	26,735	29,846	–	641,352	802,928	–	115,530	128,159	–	665,440	739,362	–	1,422,322	1,670,449	–	367,602	403,501	–	1,054,720	1,266,948			

* Excluding Labour (at Deptford, 200 l.; Gosport, 50 l.; Plymouth, 50 l.; making a Total of 300 l. for 1869–70, and at Deptford 300 l. for 1870–71) in making and repairing Yard Machinery, chargeable to and provided for under Vote 11, "New Works, &c."

EXPLANATORY STATEMENT of DETAILS as to VOTE 6, showing how the NET AMOUNTS posted into the RETABULATION of the NAVY ESTIMATES, DIVISION 1, NAVAL YARDS, at page 204, are obtained. *See* also page 62, in the body of the Estimates.

EXPLANATORY STATEMENT of Details as to Vote 6, showing how the Net Amounts posted into the Retabulation of the Navy Estimate

YARD.	A. Salaries and Allowances.		B. Rents, Rates, Taxes, and Water.		C. Lighting with Gas.		D. Contingencies.		E. WAGES. Established. (Mechanic Writers employed under Professional Officers, Marked †.)		Hired, including Steam Factory.		Artificers of the Fleet.		Gross Total.		Abate Labour Charged to Vote 11 (Machinery).		Net Total.	
	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.	1870–71.	1869–70.
AT HOME.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Deptford	1,236	1,230	135	–	–	100	–	–	2,001	2,016	74	–	–	–	2,075	2,916	–	644	2,075	2,272
Woolwich	740	8,864	370	505	300	425	50	1,791	443	24,175	2,000	18,165	–	–	2,443	42,340	–	658	2,443	41,652
Chatham	15,643	18,100	407	550	1,400	1,400	632	535	98,236 / 1,247†	114,027	53,761	66,554	–	–	153,244	180,581	3,980	5,759	149,264	174,822
Sheerness	14,997	17,211	520	650	700	700	537	537	60,039 / 570†	74,070	26,267	34,695	–	–	86,876	108,765	2,290	2,497	84,586	106,268
Portsmouth	22,171	27,602	2,230	2,015	1,900	2,000	897	997	113,470 / 1,854†	148,246	58,159	77,185	–	–	173,483	225,431	5,125	6,670	168,358	218,761
Devonport	24,663	29,518	1,760	1,900	1,500	1,500	951	1,051	120,566 / 736†	130,864	42,682	50,076	–	–	163,984	189,940	3,840	4,520	160,144	185,420
Pembroke	9,492	10,077	216	275	600	600	385	385	51,083 / 275†	64,546	14,398	17,124	–	–	66,656	81,670	3,528	3,364	62,828	78,306
Haulbowline	–	–	–	–	–	–	–	–	–	–	805	670	–	–	805	670	–	–	805	670
Total of Yards at Home £.	88,942	113,502	5,638	5,895	6,400	6,725	3,452	5,296	452,320	558,844	198,146	273,469	–	–	650,466	832,313	19,063	24,142	631,403	808,171

ABROAD.	N.		O.		P.		Q.		R.											
Gibraltar	2,111	1,937	343	217	150	200	391	30	151	148	639	746	–	–	790	894	114	49	676	845
Malta	9,810	9,797	505	505	300	300	231	258	3,451	3,366	9,988	12,118	–	–	13,439	15,484	420	545	13,019	14,939
Halifax	1,030	1,358	139	139	60	50	112	91	1,844	1,815	557	642	–	–	2,401	2,457	5	5	2,396	2,452
Bermuda	4,467	3,825	10	10	–	–	110	86	3,439	3,767	4,954	4,875	399	–	8,792	8,642	327	–	8,465	8,642
Antigua	350	350	–	–	–	–	36	36	483	476	106	104	–	–	589	580	–	–	589	580
Jamaica	649	1,193	91	91	–	–	55	55	2,076	2,518	2,782	2,654	–	–	4,858	5,172	–	–	4,858	5,172
Ascension	–	–	–	–	–	–	–	–	–	–	–	861	–	–	–	861	–	–	–	861
Sierra Leone	–	–	–	–	–	–	–	–	–	–	60	60	–	–	60	60	–	–	60	60
Cape of Good Hope	2,462	1,084	30	30	–	–	178	178	369	614	1,313	1,768	1,187	Provided under Vote No. 1.	2,869	2,382	60	–	2,809	2,382
Trincomalee	1,202	1,060	95	95	–	–	125	125	556	554	211	246	–	–	767	800	–	–	767	800
Singapore	100	100	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hong Kong	7,915	5,544	1,094	1,094	–	–	252	302	1,097	1,039	7,225	6,907	876	–	9,198	7,946	–	–	9,198	7,946
Esquimalt	–	–	–	–	–	–	–	–	230	240	–	–	–	–	230	240	–	–	230	240
Shanghai	609	Provided under Vote No. 1.	84	Provided under Votes Nos. 1 and 14.	–	–	115	Provided under Votes Nos. 1 and 14.	–	–	584	Provided under Vote No. 1.	259	–	843	Provided under Vote No. 1.	–	–	843	–
Amounts not apportioned	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total of Yards Abroad £.	30,705	26,248	2,391	2,181	510	550	1,253	1,170	13,696	14,537	28,419	30,981	2,721	–	44,836	45,518	926	599	43,910	44,919
Total of Yards at Home and Abroad £.	119,647	139,750	8,029	8,076	6,910	7,275	4,705	6,466	466,016	573,381	226,565	304,450	2,721	–	695,302	877,831	19,989	24,741	675,313	853,090

(Division 1, Naval Yards), at Pages 204 and 205, are obtained. *See* also Pages 62 and 63. in the body of the Estimates.

F.		G.		H.		I.		L.		M.				
Wages, Yard Service Afloat, &c.		Hire of Teams.		Wages, Police Force.		Wages of Artificers and Labourers Breaking up Old Ships.		Extra Pay to Artificers, &c. of the Fleet at Home and Abroad.		Survey Valuation of Stock at the several Dockyards.		Required for the Service of the Year 1870-71.	Last Vote for the Financial Year 1869-70.	
1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.			
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	AT HOME.
–	–		–	225	224		–	–	–		30	4,571	3,856	Deptford.
43	2,372	–	413	1,397	2,448		–	–	–		74	5,943	58,544	Woolwich.
1,895	1,633	808	1,352	4,856	4,703		–	–	–		123	174,685	203,311	Chatham.
3,021	2,845	934	955	2,119	2,241		2,000	64	118		85	107,478	133,610	Sheerness.
4,744	4,063	1,685	1,653	7,134	7,558		2,000	204	500		93	209,587	267,242	Portsmouth.
5,686	5,102	2,034	2,038	6,534	6,986		1,000	268	500		128	203,240	235,143	Devonport.
802	203	1,106	1,534	2,047	2,101		–	–	–		53	77,306	94,524	Pembroke.
58	–	–	–	–	–		–	–	–		27	861	427	Haulbowline.
16,249	16,308	6,747	7,945	24,312	26,354	Included in Wages to Artificers at the several Yards.	5,000	536	1,118	Included in Wages to Artificers at the several Yards.	613	783,743	996,927	Total Yards at Home.
S.		T.		U.				V.						
												—	—	ABROAD.
1,482	1,500	–	–	285	282		–	–	–		–	5,096	5,020	Gibraltar.
680	705	–	–	3,310	2,580		–	–	–		–	27,855	21,404	Malta.
–	–	106	Included with Diver Men	–	–		–	–	–		–	3,843	4,020	Halifax.
2,927	1,902	212	– ditto –	–	–		–	–	–		–	15,291	14,525	Bermuda.
–	–	–	–	–	–		–	–	–		–	975	995	Antigua.
483	Under Established Artificers	–	–	–	–		–	–	–		–	6,136	6,511	Jamaica.
–	–	–	–	–	–		–	–	–		–	– – –	861	Ascension.
–	–	–	–	–	–		–	–	–		–	60	60	Sierra Leone.
492	Provided under Vote No. 1.	–	–	–	–		–	–	–		–	5,971	3,074	Cape of Good Hope.
–	–	–	–	–	–		–	–	–		–	2,180	2,080	Trincomalee.
–	–	–	–	–	–		–	–	–		–	100	100	Singapore.
524	326	–	–	2,417	2,335		–	–	–		–	21,400	17,547	Hong Kong.
–	–	–	–	–	–		–	–	–		–	230	240	Esquimalt.
–	–	–	–	–	–		–	–	–		–	1,000	[illegible]	Shanghai.
–	–	–	–	–	–		–	3,322	3,322		387	3,322	3,000	Amounts not apportioned.
5,988	4,493	318	–	6,012	5,607	–	–	3,322	3,322	–	387	94,600	80,077	Total of Yards Abroad.
22,237	20,801	7,065	7,945	30,324	31,961	–	5,000	3,858	4,440	–	[illegible]	[illegible]	1,076,004	Total of Yards at Home and Abroad.

AN ACCOUNT of the NAVAL OLD STORE MONEYS and EXTRA RECEIPTS brought to Account between the 1st April 1868 and the 31st March 1869, and paid over Quarterly to the Exchequer, instead of being appropriated in aid of the Naval Grants on the Estimates, pursuant to directions contained in the Treasury Minutes of 2nd May 1848 and 12th December 1863.

HEADS OF OLD STORE MONEYS AND EXTRA RECEIPTS.	Amount of Old Store Moneys.	Amount of Extra Receipts.	TOTAL.	VOTE of the Navy Estimates under which formerly the Credits in Aid were appropriated.
	£. s. d.	£. s. d.	£. s. d.	
Discharges of Seamen and Marines	- - -	6,187 8 4	6,342 8 -	No. 1.
Barrack Schools (Contributions towards Education)	- - -	154 19 8		
Repayments, Victualling (Supplies of Stores)	- - -	2,043 19 4	19,846 8 8	No. 2.
Old Stores, Victualling (Sales)	12,739 16 1	- - -		
Old Seamen's Clothing, Marine Stores, &c. (Sales)	5,062 13 3	- - -		
Sale of Charts	- - -	3,971 15 4	3,971 15 4	No. 5.
Barrack Rents (Rents of Canteens and Shops)	- - -	117 4 -	117 4 -	No. 9.
Old Stores, Naval (Sales)	51,623 1 -	- - -	124,335 10 3	No. 10.
Sale of Ships	- - -	200 - -		
Repayments, Naval (Supplies of Stores)	- - -	85,874 14 9		
	—	137,697 15 9		
Less—Proceeds of the Sale of Old Ships	- - -	13,362 5 6		
		124,335 10 3		
Old Stores, Medical (Sales)	322 1 11	- - -	538 10 8	No. 12.
Repayments, Medical (Supplies of Stores)	- - -	216 8 9		
Receipts for Work done at Lewes Prison	- - -	4,387 3 10	4,387 3 10	No. 13.
Penalties, Fines, &c.	- - -	5,392 1 4	12,435 8 11	No. 14.
Sale of Naval Property	- - -	15 - -		
Per-centage on Cabin and Superintendents' Furniture, for its use	- - -	1,667 3 10		
Rents of Naval Premises	- - -	5,199 13 1		
Miscellaneous Receipts	- - -	161 10 8		
Contributions from Naval Prize Fund	- - -	3,000 - -	3,000 - -	No. 16.
Repayments, Army Service (Supplies of Stores)	- - -	51,727 5 2	51,993 18 3	No. 17.
Old Stores, Army Service (Sales of Transport Stores)	266 13 1	- - -		
Old Store Moneys	£.56,651 19 10			
Extra Receipts	170,316 8 1		£. 226,968 7 11	

Admiralty, February 1870.

J. Beeby,
Accountant General of the Navy, and Comptroller of Navy Pay.

NAVY ESTIMATES

FOR

THE YEAR

1870-71,

WITH APPENDIX.

[ACCOUNT of NAVAL OLD STORE MONEYS and EXTRA RECEIPTS in 1868-69.]

(Presented to Parliament by Command of Her Majesty.)

Ordered, by The House of Commons, *to be Printed,*
17 *February* 1870.

[*Price* 2 *s.* 6 *d.*]

50.

Under 24 *oz.*

NAVY.

SUPPLEMENTARY ESTIMATE

OF

HER MAJESTY'S NAVY,

For the Year 1870–71.

AN ESTIMATE of the Sum required to defray the Charge which will come in course of Payment in the Year ending the 31st March 1871, in consequence of the introduction of the system of Monthly instead of Quarterly Payments of HALF and RETIRED PAY to the OFFICERS of the NAVY and ROYAL MARINES, under the following Head of the Annual Estimates, viz. :—

	£.
VOTE, No. 15.—HALF PAY, &c. - - -	120,000

The whole Charge amounts to the Sum of One Hundred and Twenty Thousand Pounds.

Note.—This Estimate is necessary in order to provide for the Payments for January and February 1871, which, under the system of Quarterly Payments, would have come in course of Payment in the Financial Year 1871–72.

Admiralty, 25 July 1870.

HUGH C. E. CHILDERS. S. C. DACRES.

NAVY.

SUPPLEMENTARY ESTIMATE

OF

HER MAJESTY'S NAVY,

For the Year 1870–71.

AN ESTIMATE of the Sum required to defray the Charge which will come in course of Payment in the Year ending 31 March 1871, in consequence of the Introduction of the system of Monthly instead of Quarterly Payments of Half and Retired Pay to the Officers of the Navy and Royal Marines.

(Presented to Parliament by Her Majesty's Command.)

Ordered, by the House of Commons *to be Printed,*
26 *July* 1870.

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ESTIMATE

FOR

GREENWICH HOSPITAL AND SCHOOL,

FOR THE YEAR 1870-71.

(The Expenditure to be repaid from Greenwich Hospital Funds, per Act 28 & 29 Vict. c. 89.)

[Separated from the Navy Estimates, but prepared by the Naval Department.]

Ordered, by The House of Commons, *to be Printed,*
12 *April* 1870.

GREENWICH HOSPITAL AND SCHOOL.

I. ESTIMATE of the Sum which will be required in the Year ending 31 March 1871, to defray the Expenses of Greenwich Hospital and School.

One Hundred and Thirty-three Thousand Nine Hundred and Ninety-six Pounds.

(The Expenditure to be repaid from Greenwich Hospital Funds to Her Majesty's Exchequer, and form part of the Consolidated Fund, per Act 28 & 29 Vict. c. 89, s. 51.)

II. Sub-Heads under which this Vote will be accounted for.

	1870–71.	1869–70.
GREENWICH HOSPITAL.	£.	£.
A.—SALARIED ESTABLISHMENT (ADMIRALTY)	1,848	929
B.—OFFICE OF COMPTROLLER OF GREENWICH HOSPITAL ESTATES, &c.	-	595
B B.—VISITOR AND GOVERNOR OF GREENWICH HOSPITAL	434	434
C.—SALARIES AND ALLOWANCES, HOUSEHOLD AND INFIRMARY	505	
D.—RATES AND TAXES DITTO	81	
E.—LIGHTING WITH GAS DITTO	400	
F.—CONTINGENCIES DITTO	537	
G.—WAGES DITTO	1,097	
H.—REPAIRS AND MAINTENANCE OF BUILDINGS, DITTO	1,820	27,385
I.—PROVISIONS, CLOTHING, BEDDING, AND STORES DITTO	335	
K.—MEDICINES AND SURGICAL INSTRUMENTS, DITTO	-	
L.—MONEY ALLOWANCES TO IN-PENSIONERS	-	
M.—SUPERANNUATION ALLOWANCES, HOUSEHOLD AND INFIRMARY	3,777	
PENSIONS.		
N.—PENSIONS TO FLAG AND OTHER OFFICERS	5,490	
O.—PENSIONS TO SEAMEN	79,507	76,997
O O.—MAINTENANCE OF MEN IN NAVAL HOSPITALS	10,500	
P.—PENSIONS TO MERCHANT SEAMEN	4,000	2,000
P P.—GRATUITIES TO WIDOWS OF SEAMEN, &c.	1,000	1,000
GREENWICH SCHOOL.		
Q.—SALARIES AND ALLOWANCES, GREENWICH SCHOOL	4,684	3,747
R.—RENTS, RATES, AND TAXES DITTO	404	404
S.—LIGHTING WITH GAS DITTO	200	180
T.—CONTINGENCIES DITTO	1,735	1,723
U.—WAGES DITTO	3,317	3,266
V.—REPAIRS AND MAINTENANCE OF BUILDINGS, DITTO	1,000	1,376
W.—PROVISIONS, CLOTHING, BEDDING, AND STORES DITTO	10,790	12,126
X.—MEDICINES AND SURGICAL INSTRUMENTS, DITTO	200	100
Y.—SUPERANNUATION ALLOWANCES DITTO	335	335
£.	133,996	132,597

Increase £. 1,399

III. DETAILS of the foregoing.

	REQUIRED for the Service of the Year. 1870-71.	LAST VOTES for the Financial Year 1869-70.
GREENWICH HOSPITAL.		
A.—SALARIED ESTABLISHMENT (ADMIRALTY).	£. s. d.	£. s. d.
One Senior Clerk, from 400 *l.* to 600 *l.* a year	476 – –	456 – –
Two Clerks, from 100 *l.* to 300 *l.* a year	385 – –	220 – –
Allowance to one of the above, not to be continued to his Successor	109 – –	109 – –
Two Writers, at 36 *s.* a week	188 – –	98 – –
One Boy Messenger, at 12 *s.* a week	31 – –	31 – –
Allowance to Clerk attending Pension Board	– – –	15 – –
*Commuted Rate for Work performed in the several Departments of the Admiralty, in connexion with Greenwich Hospital business	659 – –	—
£.	1,848 – –	929 – –
B.—OFFICE OF COMPTROLLER OF GREENWICH HOSPITAL ESTATES, &c.		
Comptroller of the Greenwich Hospital Estates and Solicitor to Greenwich Hospital, viz.: £. s. d.		
As Comptroller 250 – –		
„ Solicitor 250 – –	– – –	500 – – (Provided for six months only).
One Clerk to Comptroller, from 90 l. to 300 l. per annum	– – –	95 – –
£.	—	595 – –
HOUSEHOLD AND INFIRMARY.		
SALARIED ESTABLISHMENT:		
B B.—VISITOR AND GOVERNOR OF GREENWICH HOSPITAL:		
Salary £. 1,200		
Abate Half-Pay 766	434 – –	434 – –
Two Lieutenants, at 230 l. each†	– – –	
Deputy Inspector General of Hospitals	– – –	
Assisting Surgeon, acting as Surgeon and Medical Storekeeper	– – –	
Three Assistant Surgeons	– – –	
Allowances to Medical Officers for Servants, Fuel, and Lights	– – –	
†*Steward* £. 250 – –		
Allowance to ditto for doing duties as Agent 50 – –	– – –	
Chaplain† (the remaining portion of this Officer's salary, viz., 150 *l.*, being for general services rendered to the Navy, is provided for under Vote No. 14 of the Navy Estimates)	350 – –	
Temporary employment of Clerks to complete Accounts, &c.	155 – –	
Clerks:—Two Senior, from 315 l. to 450 l. per annum	– – –	
Four, from 90 l. to 300 l. per annum	– – –	
First Mate of the Victualling £. 60 – –		
Allowance to ditto, not to be continued to successor 20 – –	– – –	
Second Mate of the Victualling 50 – –		
Allowance to ditto, not to be continued to successor 15 – –	(Now provided for under School).	
Matron	– – –	
Organist	– – –	
Clerk and Steward of Infirmary	– – –	
C.—SALARIES and ALLOWANCES, HOUSEHOLD and INFIRMARY £.	505 – –	
D.—Rates and Taxes	81 – –	
E.—Lighting the Hospital with Gas	400 – –	
Carried forward £.	3,268 – –	

See next page.

* Victualling Department £. 17
Medical Department 150
Works Department 100
Pension Branch of Secretary's Department 392
£. 659

† In addition to Half-pay.

GREENWICH HOSPITAL—*continued.*	REQUIRED for the Service of the Year 1870-71.	LAST VOTES for the Financial Year 1869-70.
HOUSEHOLD AND INFIRMARY—*continued.*		
Salaried Establishment—*continued.*	£. s. d.	£. s. d.
Brought forward - - -	3,268 – –	
*Washing - - - - - - - - - -	20 – –	
Funerals - - - - - - - - - -	10 – –	
Scripture Reader - - - - - - - -	- - -	
Allowance to Roman Catholic Priest - - - -	- - -	
Curator of Pictures - - - - - - - -	100 – –	
Library - - - - - - - - - -	- - -	
*Printed Forms, &c. - - - - - - - -	15 – –	
Allowance in lieu of Stationery to Chaplain - - -	2 – –	
Watering and Scraping Roads, Carting Coals, Rubbish, &c.	40 – –	
Gratuities to Servants and others not entitled to Pensions on reduction of Establishment - - - - -	300 – –	
Postage, Travelling Expenses, *Advertisements, conducting Lunatics, Chapel Allowances,* and other Miscellaneous Expenses - - - - - - - - - -	50 – –	
F.—CONTINGENCIES, HOUSEHOLD and INFIRMARY - - £.	537 – –	
Total Salaried Establishment - £.	3,805 – –	
G.—WAGES:		
For the Wages of *Dispensary Assistants, Ward Matron, Ward Master, Nurses, Porters, Barbers, Cooks, Bakers,* Yeomen of Painted Hall, and Labourers, *and for Clothing for Nurses* - - - - - - - - - -	360 – –	Establishment under Revision.
For the Wages, Clothing, &c. of the Metropolitan Police Force employed at the Hospital and Schools, including Commutation for Clothing, Fuel and Contingent Expenses, at 3 *s.* per man per week, and for General Superintendence, at 1 *l.* 6 *s.* 8 *d.* per man per year; viz.—		27,385 – –
2 Serjeants - - - - £. 161 – –		
8 Constables - - - - 576 – –		
10	737 – –	
£.	1,097 – –	
H.—REPAIRS AND MAINTENANCE OF BUILDINGS:		
For Repairs and Maintenance of Buildings - - -	1,500 – –	
For Salary of Clerk of Works - - - - -	220 – –	
Repairs to Plant and Machinery - - - - -	100 – –	
£.	1,820 – –	
*I.—For Provisions, Clothing, Bedding, and Stores of all kinds - - - - - - - - - £.	335 – –	
K.—For Medicines and Surgical Instruments - - -	- - -	
L.—For Money Allowances to In-Pensioners, including additional Allowances to Married Men - -	- - -	
M.—For Superannuation Allowances to Officers, Clerks, Nurses, Servants, &c. - - - - - £.	3,777 – –	
Number and Description of Superannuations paid out of the above Sum:		
1 Staff Surgeon. 1 Steward. 5 Clerks. 1 Mate of Victualling. 1 Matron. 1 Clerk and Steward of Infirmary. 2 Assistant Dispensers. 1 Organist. 1 Master Baker. 1 Market Constable. 87 Nurses. 1 Foreman of Bakers. 1 Cook. 1 Sculleryman. 1 Warehouseman. 106		
TOTAL GREENWICH HOSPITAL - £.	10,834 – –	27,385 – –

* These are payments on account of 1869-70, but actually made after the end of that year.

			REQUIRED for the Service of the Year 1870-71.	LAST VOTES for the Financial Year 1869-70.
GREENWICH HOSPITAL—*continued.*			£. s. d.	£. s. d.
PENSIONS:				
Greenwich Hospital Pensions to 10 Flag Officers, at 150 *l.* each			1,500 – –	
Ditto - - to other Officers, at various rates			3,990 – –	
N.—Pensions to Flag and other Officers		£.	5,490 – –	
325 Greenwich Hospital (Life) Pensions, at 13 *l.* 12 *s.* per annum, granted to Men of 70 years of age and upwards, who having been Pensioners for a period of not less than 10 years, elected to leave the Hospital on 1st October 1865			4,420 – –	
257 Greenwich Hospital (Life) Pensions, at 7 *l.* 12 *s.* per annum, granted to Men of 55 years of age and under 70, who having been Pensioners for upwards of five years, elected to leave the Hospital on the 1st October 1865			1,976 – –	
Money Allowances to the above Men, and also to 98 others, who, being In-pensioners of the Hospital, did not come within the regulations for an award of Greenwich Hospital Pensions, but, notwithstanding which, elected to leave it and revert to the Naval Pensions they had given up on admission			8,699 – –	
1,127 Greenwich Hospital (Life) Pensions of 13 *l.* 12 *s.* per annum to Naval Pensioners of 70 years of age and upwards, resident in the United Kingdom, who have been Naval Pensioners for a period of not less than 10 years			15,327 – –	76,997 – –
3,827 Greenwich Hospital (Life) Pensions of 7 *l.* 12 *s.* per annum to Naval Pensioners of 55 years of age and under 70, resident in the United Kingdom, who				
5,536 have been Naval Pensioners for a period of not less than five years			29,085 – –	
Special Greenwich Hospital Pensions to Men eligible for the benefit of Greenwich Hospital, in lieu of admission into any Naval Hospital			59,507 – – 20,000 – –	
O.—Pensions to Seamen		£.	79,507 – –	
OO.—Maintenance of Men in Naval Hospitals:				
For repayment to Naval Funds (Vote No. 12) for the expense of maintaining in Naval Hospitals or Infirmaries Men eligible to the benefits of Greenwich Hospital	£. 9,000			
For ditto to Seamen's Hospital Society for expense of maintaining Pensioners left at Greenwich	700			
For Money allowances to the above, including allowances to the families of married Naval Pensioners	800			
			10,500 – –	
P.—Pensions to Merchant Seamen		£.	4,000 – –	2,000 – – (for six months).
PP.—Gratuities:				
Gratuities to Widows of Seamen and Marines under Act 28 & 29 Vict. c. 89			1,000 – –	1,000 – –
Total Pensions		£.	100,497 – –	79,997 – –

GREENWICH SCHOOL.

	REQUIRED for the Service of the Year 1870–71. £. s. d.	LAST VOTES for the Financial Year 1869–70. £. s. d.
SALARIED ESTABLISHMENT:		
Principal and Chaplain	500 – –	500 – –
Head Master, Nautical Division, 300*l.* to 400*l.**	372 – –	362 – –
Three Head Masters – 1 at 350*l.*; 2 from 250*l.* to 300*l.* each, 600*l.*	950 – –	950 – –
Allowances to one of the above, not to be continued to successor	54 – –	54 – –
Second Master, Nautical Division, 120*l.* to 220*l.*	190 – –	180 – –
Three Second Masters, from 120*l.* to 180*l.*	517 – –	509 – –
Three Third Masters, from 105*l.* to 150*l.*	420 – –	405 – –
Three Fourth Masters, from 80*l.* to 120*l.*	292 – –	277 – –
French Master	250 – –	250 – –
Allowances to the above:		
To a Master, for acting as Organist	20 – –	20 – –
To three Head Masters, for additional Instruction to Pupil Teachers	100 – –	100 – –
To three Masters for extra Teaching, and for performing the duties of Librarian	30 – –	30 – –
For delivering Lectures, and giving Instruction to Boys in Marine Surveying	110 – –	110 – –
Staff Surgeon*	150 – –	—
Clerk in charge, 315*l.* to 450*l.*	315 – –	—
Clerk, 90*l.* to 300*l.*	284 – –	
Mate of Victualling £. 100 – –		Provided under "Household and Infirmary."
Allowance to ditto, not to be continued to successor 30 – –		
	130 – –	
Q.—Salaries and Allowances, Greenwich School £.	4,684 – –	3,747 – –
Lodging-money to Masters not provided with Apartments	394 – –	394 – –
Rates and Taxes	10 – –	10 – –
R.—Rents, Rates, and Taxes, Greenwich School £.	404 – –	404 – –
S.—Lighting the School with Gas	200 – –	180 – –
Lessons in Drawing	45 – –	45 – –
Monitorial Allowances to Pupil Teachers, and for Instruction of the Boys in French	60 – –	60 – –
Books and Stationery	500 – –	500 – –
Library	60 – –	60 – –
Musical Instruments	60 – –	60 – –
Washing	850 – –	850 – –
Funerals	10 – –	15 – –
Postage, Advertisements, Expense of sending Boys to their Homes and to H.M. Ships, and other Miscellaneous Expenses	150 – –	133 – –
T.—Contingencies, Greenwich School £.	1,735 – –	1,723 – –
Total Salaried Establishment £.	7,023 – –	6,054 – –

* In addition to Half-pay.

GREENWICH SCHOOL—*continued.*	REQUIRED for the Service of the Year 1870–71.	LAST VOTES for the Financial Year 1869-70.
U.—WAGES:		
For the wages of Dispenser, Drill-masters, Band-master, Tailors, Cooks, Bakers, Engineers and Stokers for Lavatories and Kitchen, Nurses, Laundresses, Seamstresses, Labourers and others - - - - - - - £.	£. s. d. 3,217 – –	£. s. d. 3,266 – –
V.—Repairs and Maintenance of Buildings - - £.	1,000 – –	1,376 – –
W.—Provisions, Clothing, Bedding and Stores of all kinds - - - - - - - - - £.	10,790 – –	12,126 – –
X.—Medicines and Surgical Instruments - - - £.	200 – –	100 – –
Y.—Superannuation Allowances to Masters, Nurses, and others - - - - - - - - £.	335 – –	335 – –
Number and Description of Pensioners paid out of the above Sum:		
2 Masters.		
4 Nurses.		
1 Laundress.		
1 Assistant Laundress.		
8		
TOTAL GREENWICH SCHOOL - - £.	22,665 – –	23,257 – –
TOTAL OF THE WHOLE - - - - £.	133,996 – –	132,597 – –

Admiralty, 12 April 1870.

HUGH C. E. CHILDERS. G. O. TREVELYAN.

GREENWICH HOSPITAL.

ESTIMATE

FOR

GREENWICH HOSPITAL AND SCHOOL,

FOR THE YEAR 1870–71.

Ordered, by The House of Commons, *to be Printed,*
12 *April* 1870.

Under 1 *oz.*

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NAVY.

APPROPRIATION ACCOUNT,

1868–69.

APPROPRIATION ACCOUNT of the SUMS Granted by Parliament for NAVY SERVICES, for the Year ended the 31st March 1869; together with the REPORT of the COMPTROLLER and AUDITOR GENERAL, and TREASURY MINUTE thereon.

(*Presented in pursuance of Act* 29 *&* 30 *Vict. c.* 39, *s.* 22.)

Ordered, by The House of Commons, *to be Printed,*
25 *March* 1870.

APPROPRIATION ACCOUNT of the Sums Granted by Parliament

	£. s. d.	£. s. d.
To Amount granted for Naval Services for the Year 1868–69, per Act 31 & 32 Vict. c. 85, under the following Heads: viz.		
Vote No. 1. Wages to Seamen and Marines	3,036,634 – –	
2. Victuals and Clothing for ditto	1,335,842 – –	
3. Admiralty Office	182,364 – –	
4. Coast Guard Service, Royal Naval Coast Volunteers, and Royal Naval Reserve	243,926 – –	
5. Scientific Branch	63,565 – –	
6. Dockyards and Naval Yards at Home and Abroad	1,223,562 – –	
7. Victualling Yards and Transport Establishments at Home and Abroad	87,179 – –	
8. Medical Establishments at Home and Abroad	64,824 – –	
9. Marine Division	20,709 – –	
10. Section I. Naval Stores for the Building, Repair, and Outfit of the Fleet and Coast Guard	892,908 – –	
10. Section II. Steam Machinery, and Ships built by Contract	1,092,500 – –	
11. New Works, Buildings, Machinery, and Repairs	814,237 – –	
12. Medicines and Medical Stores	78,164 – –	
13. Martial Law and Law Charges	20,365 – –	
14. Miscellaneous Services	175,800 – –	
15. Half Pay, Reserved Half Pay, and Retired Pay to Officers of the Navy and Royal Marines	700,166 – –	
16. Section I. Military Pensions and Allowances	550,447 – –	
16. Section II. Civil Pensions and Allowances	223,498 – –	
17. Army Department (Conveyance of Troops)	350,600 – –	
		11,157,290 – –
To Amount appropriated out of the Vote of Credit for the Abyssinian Expedition, to cover the Excess of Expenditure incurred on account of the said Expedition up to the 31st March 1869, beyond the ordinary Grants for Naval Services to that date, under Act 32 Vict. c. 1, as follows:—		
On the 31st March 1869	500,000 – –	
„ 31st August 1869	507,769 8 1	
„ 30th September 1869	1,246,959 9 7	
„ 31st October 1869	80,375 – 5	
„ 31st October 1869	415,574 14 4	
„ 15th February 1870	161,415 14 5	
		2,912,094 6 10
	£.	14,069,384 6 10
Greenwich Hospital and School	£.	127,608 – –

Admiralty, 21 February 1870.

for NAVY SERVICES, for the Year ended the 31st March 1869; prepared in pursuance of Act 29 & 30 Vict. c. 39, s. 22.

The Excess of 360,545*l.* 5*s.* 6*d.*, shown on the Account of Naval Receipt and Expenditure for the Financial Year ended the 31st March 1868, has been Voted by Parliament as per Act 32 & 33 Vict. c. 93.

Votes. Nos.		A. Expenditure in 1868-69.	Amount included in Column A. on Account of Expenditure for Abyssinian Expedition, defrayed out of the Vote of Credit.	B. Net Ordinary Expenditure.	Voted 1868-69.	SURPLUS, As compared with Net Expenditure, Column B.	EXCESS, As compared with Net Expenditure, Column B.	SURPLUS, As compared with Gross Expenditure, Column A.	EXCESS, As compared with Gross Expenditure, Column A.
	NAVY EFFECTIVE SERVICES:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1	Wages to Seamen and Marines	3,014,575 15 5	62,228 2 –	2,952,347 13 5	3,036,634 – –	84,286 6 7	– – –	22,058 4 7	—
2	Victuals and Clothing for ditto	1,312,686 16 1	– – –	1,312,686 16 1	1,335,842 – –	23,155 3 11	– – –	23,155 3 11	—
3	Admiralty Office	181,460 16 4	47 3 –	181,413 13 4	182,364 – –	950 6 8	– – –	903 3 8	—
4	Coast Guard Service, Royal Naval Coast Volunteers, and Royal Naval Reserve	236,506 14 –	– – –	236,506 14 –	243,926 – –	7,419 6 –	– – –	7,419 6 –	—
5	Scientific Branch	63,069 14 11	– – –	63,069 14 11	63,565 – –	495 5 1	– – –	495 5 1	—
6	Dockyards and Naval Yards at Home and Abroad	1,220,208 2 10	191 5 9	1,220,016 17 1	1,223,562 – –	3,545 2 11	– – –	3,353 17 2	—
7	Victualling Yards and Transport Establishments at Home and Abroad	83,271 5 7	1 10 9	83,269 8 10	87,179 – –	3,909 11 2	– – –	3,907 14 5	—
8	Medical Establishments at Home and Abroad	62,317 1 11	– – –	62,317 1 11	64,824 – –	2,506 18 1	– – –	2,506 18 1	—
9	Marine Divisions	19,366 10 5	– – –	19,366 10 5	20,709 – –	1,342 0 7	– – –	1,342 9 7	—
10	Section I. Naval Stores for the Building, Repair, and Outfit of the Fleet and Coast Guard	943,252 17 –	17,021 8 5	926,231 8 7	892,908 – –	– – –	33,323 8 7	– – –	50,344 17 –
	Section II. Steam Machinery and Ships built by Contract	1,060,575 – 8	– – –	1,060,575 – 8	1,092,500 – –	31,924 19 4	– – –	31,924 19 4	—
11	New Works, Buildings, Machinery, and Repairs	809,791 10 10	– – –	809,791 10 10	814,237 – –	4,445 9 2	– – –	4,445 9 2	—
12	Medicines and Medical Stores	88,081 3 3	59 8 10	88,021 14 5	78,164 – –	– – –	9,857 14 5	– – –	9,917 3 3
13	Martial Law and Law Charges	18,470 14 8	– – –	18,470 14 8	20,365 – –	1,894 5 4	– – –	1,894 5 4	—
14	Miscellaneous Services	184,160 1 2	200 5 7	183,959 15 7	175,800 – –	– – –	8,159 15 7	– – –	8,360 1 2
	NAVY NON-EFFECTIVE SERVICES:								
15	Half Pay, Reserved Half Pay, and Retired Pay to Officers of the Navy and Royal Marines	688,074 10 9	– – –	688,074 10 9	700,166 – –	12,091 9 3	– – –	12,091 9 3	—
16	Section I. Military Pensions and Allowances	545,684 14 2	– – –	545,684 14 2	550,447 – –	4,762 5 10	– – –	4,762 5 10	—
	Section II. Civil Pensions and Allowances	209,401 1 2	– – –	209,401 1 2	223,498 – –	14,096 18 10	– – –	14,096 18 10	—
	£.	10,740,954 11 2	79,749 10 4	10,661,205 – 10	10,806,690 – –	196,825 17 9	51,340 18 7	134,357 10 3	68,622 1 5
	FOR THE SERVICE OF OTHER DEPARTMENTS:								
17	Army Department (Conveyance of Troops)	3,324,206 10 10	2,927,931 8 5	396,275 2 5	350,600 – –	– – –	45,675 2 5	– – –	2,973,606 10 10
	£.	14,065,161 2 –	3,007,680 18 9	11,057,480 3 3	11,157,290 – –	196,825 17 9	97,016 1 –	134,357 10 3	3,042,228 12 3
	Amount written off as Irrecoverable, being the Balances due from sundry persons	4,223 4 10	– – –	4,223 4 10	– – –	– – –	4,223 4 10	– – –	4,223 4 10
	£.		3,007,680 18 9	11,061,703 8 1	11,157,290 – –	196,825 17 9	101,239 5 10	134,357 10 3	3,046,451 17 1
						£. 95,586. 11. 11.		£. 2,912,094. 6. 10.	
	£.	14,069,384 6 10				Net Surplus on ordinary Grants, exclusive of Abyssinian Expenditure.		Net Excess on ordinary Grants, inclusive of Abyssinian Expenditure.	
	Greenwich Hospital and School £.			126,967 11 3	127,608 – –	1,240 8 9	—		

Vide Explanations of the causes of the Excesses and Surpluses on pages 5 to 9.

J. Beeby,
Accountant General of the Navy, and
Comptroller of Navy Pay.

I do hereby certify, that this Account has been examined by Officers under my directions, in accordance with, and to the extent prescribed by, the 29th section of the Act 29 & 30 Vict. c. 39; and that, subject to the observations contained in my Report of 25th March 1870, the above is a correct statement as an Appropriation Account of the Receipt and Expenditure for Navy and Greenwich Hospital Services for the year ended 31st March 1869.

Examined,
H. T. D. Bathurst, Inspector.

Wm. Dunbar,
Comptroller General of the Receipt and Issue of Her Majesty's Exchequer,
and Auditor General of Public Accounts.

NOTE—affording explanations of the degree to which the Account of Naval Receipt and Expenditure, for the Financial Year 1868–69, has been affected by the rectification of errors or omissions in the Accounts of previous Years, discovered since the closing of such Accounts; inserted in pursuance of Treasury Letter, dated 30th April 1864.

Vote.	Heads of Service.	Debits.			Credits.		
		£.	s.	d.	£.	s.	d.
1	Wages to Seamen and Marines	1,464	6	8	—		
2	Victuals and Clothing for ditto	2,518	16	1	—		
3	Admiralty Office	238	13	5	—		
5	Scientific Branch	225	4	7	—		
6	Dockyards and Naval Yards at Home and Abroad	-		-	2,613	-	-
7	Victualling Yards, &c. at Home and Abroad	3	13	11	—		
8	Medical Establishments at Home and Abroad	1	2	2	—		
10	Sect. I. Naval Stores for the Building, Repair, and Outfit of the Fleet	94	10	7	—		
	Sect. II. Steam Machinery, and Ships Built by Contract	2,420	10	-	—		
11	New Works, &c.	-		-	95	18	1
12	Medicines and Medical Stores	293	-	4	—		
14	Miscellaneous Services	2,087	12	-	—		
15	Half Pay, &c.	-		-	118	11	10
16	Sect. I. Military Pensions and Allowances	-		-	47	10	-
	Sect. II. Civil Pensions and Allowances	-		-	46	11	9
17	Army Department (Conveyance of Troops)	13,856	15	11	—		
	Balances Irrecoverable	4,213	7	4	—		
	£.	27,417	13	-	2,921	11	8
		2,921	11	8			
	Net Debit relating to Prior Years £.	24,496	1	4			
	Greenwich Hospital £.	234	14	4			

The above Debits and Credits consist of payments through Cash Accounts not received in time to be included in the Account for the year to which they relate; of suspensions and disallowances removed subsequent to closing the Account for the year in which the payments, if correctly vouched, would have been charged; and of adjustments in the Accounts of previous years, subsequent to the closing of such Accounts.

J. Beeby,

Accountant General of the Navy, and
Comptroller of Navy Pay.

EXPLANATIONS of the CAUSES of the EXCESSES and SURPLUSES on the preceding Account.

VOTE No. 1.

WAGES TO SEAMEN AND MARINES (Surplus) - £. 22,058 4 7

The surplus on this Vote arises from the number of Commissioned Officers, Seamen, and Marines employed Afloat, having been on the average throughout the year underborne, and by the number of Men paid at continuous Service rates of Pay having been less than the number provided for.

The surplus thus caused has, however, been reduced by the Expenditure for Indian Batta for Officers, &c. of the Abyssinian Expedition (62,228 *l.* 2 *s.*); and in consequence of the number of Marines borne on shore having been greater than the proportion provided for.

VOTE No. 2.

VICTUALS AND CLOTHING FOR SEAMEN AND MARINES (Surplus) - £. 23,155 3 11

This surplus is caused principally by the reduction in the number of Men borne, as compared with the number provided for; and by the supplies to other Departments of Government not having been demanded to the extent anticipated when the Estimates were framed.

VOTE No. 3.

ADMIRALTY OFFICE (Surplus) - - - - £. 903 3 8

This surplus is caused by the alteration in the date of payment of Official Salaries, from the last day of the third month of each quarter to the 28th of the month; by the reconstitution and reduction of the Department of the Controller of the Navy, and the amalgamation of the Office of Controller with that of a Lord of the Admiralty; by the abolition of the Office of Engineer in Chief of the Navy, and of one Assistant Accountant General of the Navy, and by deaths and removals of Officers and Clerks, and appointments of others at lower Salaries.

The surplus thus caused has been reduced by the Expenditure on account of carriage of parcels containing Accounts, Ships' Books, Charts, &c. having been greatly in excess of the amount provided, owing to the Admiralty Mail Contract with the Peninsular and Oriental Steam Navigation Company having expired, and that Company being no longer willing to convey parcels free of charge as formerly; by the Admiralty Contingent Charges having been greater than the amount provided in the Estimate, which was based on the average expenditure of previous years, partly arising from the alteration and extension of the Office accommodation for several Departments, and by the Abyssinian Expenditure, amounting to 47 *l.* 3 *s.*

VOTE No. 4.

COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, AND ROYAL NAVAL RESERVE (Surplus) - - - - £. 7,419 6 -

This surplus arises chiefly from a gradual reduction in the numbers of Royal Naval Coast Volunteers during the year; from the payments for rent for the Coast Guard on shore having been less than provided for, in consequence of the further occupation of Public Buildings; and from the amount paid to Civilians in the Coast Guard Establishments on shore having been less than was provided for, owing to vacancies caused by retirement having been filled up by Men borne on Ships' Books.

Reduced provision has been made for these services in the Navy Estimates for the year 1869-70.

VOTE No. 5.

SCIENTIFIC BRANCH (Surplus) - - - - £. 495 5 1

The surplus on this Vote arises from the Savings upon the item for Charts, the demand by the Public having been less than was expected.

VOTE No. 6.

DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD (Surplus) - £. 3,353 17 2

This surplus has arisen chiefly in consequence of the distribution of the Naval Forces on the Foreign Stations, after the Estimates were prepared, having caused the general expenditure for labour, at the Naval Establishments at Malta, to be less than the amount provided; and by the expense of breaking up old ships having been less than was anticipated and provided for when the Estimates were framed.

The surplus which would have arisen from these causes has, however, been reduced by the expenditure incurred on account of the repairs, &c. to the "Serapis" and "Crocodile," Troop Ships, employed in the Indian Overland Troop Service, for which no provision was made in the Navy Estimates, but for which an excess of Expenditure of 10,200 *l* was sanctioned by Treasury Letter of 1st August 1868; and by Abyssinian Expenditure, amounting to 191 *l*. 5 *s*. 9 *d*.

VOTE No. 7.

VICTUALLING YARDS AND TRANSPORT ESTABLISHMENTS AT HOME AND ABROAD (Surplus) - - - - £. 3,907 14 5

This surplus is caused principally by the employment of fewer men in the Victualling Establishments at Home, in the Steam Bakery at Malta, and at other Foreign Establishments, than were provided for, the necessities of the Service not requiring the full numbers; by removals of Clerks and the appointment of others at lower rates of Salary, and by a vacancy for a Foreman of Works at Royal Clarence Victualling Establishment not having been filled up; also by the number of Police employed at Royal Victoria Victualling Yard having been less than that provided for. The Abyssinian Expenditure, under this Vote, amounted to 1 *l*. 16 *s*. 9 *d*.

VOTE No. 8.

MEDICAL ESTABLISHMENTS AT HOME AND ABROAD (Surplus) - £. 2,506 18 1

The surplus on this Vote arises mainly from fewer nurses and attendants having been required at the various Medical Establishments, owing to the number of patients having been below the average, principally at Haslar, occasioned by the absence of the Channel Squadron from England.

VOTE No. 9.

MARINE DIVISIONS (Surplus) - - - - - - £. 1,342 9 7

This surplus is caused by the retirement of the Royal Marine Barrack Masters at Woolwich and Chatham, and the appointments of others at lower rates of pay; by the parochial rates at Woolwich, and the water rates at Fort Cumberland not having been fully claimed within the year; by the payments for lodging allowances to officers at Chatham, having been less than provided for, owing to further Barrack accommodation having been afforded; by the increased provision made for Gas at Fort Cumberland, consequent on the extension of the Barrack accommodation not having been found necessary; and by the contribution for Military Police at Woolwich, Chatham, and Plymouth, not having been claimed by the War Department.

VOTE No. 10 (Section I.)

NAVAL STORES FOR THE BUILDING, REPAIR, AND OUTFIT OF THE FLEET AND COAST GUARD (Excess) - - £. 50,344 17 –

£. 17,021. 8. 5. of this excess arises from purchases of Coals and Stores on account of the Abyssinian Expedition, and is defrayable out of the Vote of Credit for that Expedition. A further excess of 17,500 *l.* is attributable to a portion of the Coals sent out in the latter part of the year 1867–68 to the Cape of Good Hope for the Transport Service connected with the Abyssinian Expedition, but which, not having been consumed for that Service, constitutes an unprovided charge against the Naval Store Vote.

The remaining portion of the excess, viz., 15,261 *l.* 8 *s.* 10 *d.*, has arisen from the necessity for purchases of increased supplies of Coals and Stores, both at Home and Abroad, beyond those anticipated at the time the Estimates were prepared, such Estimates being based, so far as regards purchases by Accountants at Home and Abroad, upon payments in previous years.

The excess would, however, have been greater, but for the saving on the provision for Iron Armour Plates, and other Iron for Iron Ships, occasioned by the failure of Contractors to deliver the quantities ordered.

VOTE No. 10 (Section II.)

STEAM MACHINERY AND SHIPS BUILT BY CONTRACT (Surplus) - £. 31,924 19 4

This surplus arises from less work having been performed upon the *new* Iron Armour-Plated Ships than had been anticipated when the Estimates were framed; the late period of the Session at which the Vote was taken having prevented the Contracts being entered into so soon as originally contemplated.

The surplus which would have arisen from this cause, viz., (80,055 *l.*) has, however, been reduced by an excess of 34,846 *l.* on the Sub-head "for Iron Armour-Plated Ships, Iron Ships and Gunboats," caused by more work having been performed upon some of the ships than was expected when the Estimates were prepared, and from payments having been made to the builders of the "Agincourt," "Minotaur," and "Valiant," in discharge of their claims for extra works, and also by an excess of 5,878 *l.* "for the turret ship 'Captain,'" arising from the amount which, when the Estimates for 1868–69 were prepared, it was anticipated would have been earned by the Contractors in 1867–68 not having been so earned, thereby causing a larger share to fall upon the succeeding year.

VOTE No. 11.

NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS (Surplus) - £. 4,445 9 2

The surplus on this Vote is mainly due to the slow progress by the Contractors of the Permanent Works at Portsmouth Extension (94,729 *l.*), counteracted by the more vigorous prosecution of the Extension Works at Chatham, Keyham, Haulbowline, and Malta, and by additional expenditure in the purchase of No. 14, New-street, for Admiralty Offices. Excesses of Expenditure on these Works, &c. were authorised by the Treasury to the amount of 91,102 *l.*

VOTE No. 12.

MEDICINES AND MEDICAL STORES (Excess) - - £. 9,917 3 3

This excess arises chiefly from increased expenses incurred at Sick Quarters at Home and Abroad, more especially in China, as compared with those of the previous year, on which the Estimate was based; from the adoption of a new scale of Medicines, Necessaries, and Surgical Appliances for the Service afloat; from the expenses of carrying out the Contagious Diseases Act having been greater than provided for, and sanctioned to the amount of 4,027 *l.* 12 *s.* 1 *d.* by Treasury Letter of 6th February 1869; and from Abyssinian expenditure, 59 *l.* 8 *s.* 10 *d.*

VOTE No. 13.

MARTIAL LAW AND LAW CHARGES (Surplus) - - £. 1,894 5 4

This surplus is caused by diminished Law Charges as compared with the average expenditure of previous years, on which the Estimate was based. The surplus thus caused has, however, been reduced by the expenditure on account of Courts Martial having exceeded the amount provided, the Estimate for which was also based on previous years' average expenditure.

VOTE No. 14.

MISCELLANEOUS SERVICES (Excess) - - - £. 8,360 1 2

This excess arises chiefly from the claims for Passages of Officers, Seamen, &c. to and from the East India, China, and West India stations having been greater than the amount provided, which was based on the expenditure of previous years (7,333 *l.*); from more having been paid as Gratuities to Officers, &c. for Wounds and Injuries, and to persons discharged from the Service not entitled to Pensions, and for Special Services, than the average of previous years, on which the Estimate was based (3,038 *l.*); from the expenses of Committees principally on floating obstructions, and the Ordnance Select Committee (1,613 *l.*); and the amount paid for Hire of Ships, chiefly for conveyance of the crew of Her Majesty's Ship "Gnat," wrecked (1,783 *l.*), having been greater than were provided for in the Estimates, which were also based on the average payments of previous years; and from the expenditure incurred on account of the Abyssinian Expedition (200 *l.* 5 *s.* 7 *d.*).

The excess which has been thus occasioned has, however, been reduced by a large portion of the provision taken for "Compensation to Officers, &c. for Losses by Shipwreck" not having been required, owing to the absence of casualties (2,536 *l.*); and by the net loss by Exchange on Bills, &c. having been less than the average of previous years, on the results of which the Estimate was based.

VOTE No. 15.

HALF PAY, RESERVED AND RETIRED PAY, &c. (Surplus) - £. 12,091 9 3

This surplus is caused by a less number of Officers having been placed on Half-pay than was provided for when the Estimate was framed.

VOTE No. 16 (Section I).

MILITARY PENSIONS AND ALLOWANCES (Surplus) - £. 4,762 5 10

This surplus is occasioned by the number of Pensioners, through casualties, having been less than the number upon which the Estimate was framed, and by Pensions unclaimed.

The surplus arising from these causes has, however, been diminished by the excess upon the item for Naval Pensions, for which the provision taken has been found inadequate, and from increased award of Compassionate Allowances.

VOTE No. 16 (Section II).

CIVIL PENSIONS AND ALLOWANCES (Surplus) - £. 14,096 18 10

This surplus is occasioned chiefly by the number of Salaried Officers, pensioned through casualties, having been less than the number upon which the Estimate was framed, and by Pensions unclaimed.

This surplus has, however, been diminished by the excess of Expenditure over the Vote for Pensions to Coast Guard, arising from the number of Civilians pensioned in the course of the year having been greater than was contemplated.

VOTE No. 17.

ARMY DEPARTMENT (CONVEYANCE OF TROOPS) (Excess) £. 2,973,606 10 10

This excess, after abating the Abyssinian Expenditure (2,927,931 *l.* 8 *s.* 5 *d.*), is owing to the unusually large number of Troops brought home from Foreign Stations in hired vessels and contract packets beyond the number foreseen when the Estimate was framed; to the large quantity of Army Stores sent to Bermuda, and to the adjustment of outstanding claims between the Admiralty and the War Office, and the Indian Government.

The deficiency from these causes being, however, reduced principally by a saving in the working expenses of Her Majesty's Troop Ships, and by the Cost of Provisions and Mess supplied for India Overland Service not being so large as estimated.

BALANCES IRRECOVERABLE - - - - - - £. 4,223 4 10

For balances due to the Crown on the Cash Account of the Paymaster who deserted from Her Majesty's Ship "Victoria;" and on the Cash Accounts of the Paymasters of Her Majesty's Ships "Investigator" and "Plover" at the time of their deaths; and for the expense of repairing the damage done to Her Majesty's Ship "Trinculo" by the Prussian barque "Amazone," found to be irrecoverable.

N.B.—The temporary application of the sum of 134,357 *l.* 10 *s.* 3 *d.*, the aggregate surplus on Votes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 (Sect. II.), 11, 13, 15, 16 (Sects. I. and II.), in aid of the deficiencies on the Grants for the services above mentioned, has been sanctioned by Treasury Letter of 12th January 1870, with reference to the provisions of the 29th clause of Act 31 & 32 Vict. c. 85.

GREENWICH HOSPITAL AND SCHOOL (Surplus) - - - £. 1,240 8 9

This surplus is occasioned by the decrease, by deaths, of men who left Greenwich Hospital on 1st October 1865, and were in receipt of money allowances; also by vacancies by deaths being only filled up half-yearly.

The surplus thus caused has, however, been reduced by the average number of men in hospital having been greater than was provided for, consequent on the recommendation of the Committee of 1868.

J. Beeby,
Accountant General of the Navy, and
Comptroller of Navy Pay.

MEMORANDUM.

The Old Store and Extra Receipt Moneys for the Year 1868–69, amounting to 226,968 *l.* 7 *s.* 11 *d.* (as brought to account under the following detailed Heads), have been paid over to the Exchequer, in conformity with the Treasury Minute of 2nd May 1848, instead of being appropriated as previously, in aid of the Grants on the Navy Estimates.

Heads of Old Store and Extra Receipt Moneys.	Amount of Old Store Money.	Amount of Extra Receipts.	TOTAL.	Vote of the Navy Estimates under which formerly Appropriated.
	£. s. d.	£. s. d.	£. s. d.	
Discharges of Seamen and Marines	- - -	6,187 8 4	6,342 8 -	No. 1.
Barrack Schools (Contribution towards Education)	- - -	154 19 8		
Repayments, Victualling (Supplies of Stores)	- - -	2,043 19 4	19,846 8 8	No. 2.
Old Stores, Victualling (Sales)	12,739 16 1	- - -		
Old Seamen's Clothing, Marine Stores, &c. (Sales)	5,062 13 3	- - -		
Sale of Charts	- - -	3,971 15 4	3,971 15 4	No. 5.
Barrack Rents (Rents of Canteens and Shops)	- - -	117 4 -	117 4 -	No. 9.
Old Stores, Naval (Sales)	51,623 1 -	- - -	124,335 10 3	No. 10.
Sale of Ships	- - -	200 - -		
Repayments, Naval (Supplies of Stores)	- - -	85,874 14 9		
	137,697 15 9			
Less—Proceeds of Sale of Old Ships	13,362 5 6			
	£. 124,335 10 3			
Old Stores, Medical (Sales)	322 1 11	- - -	538 10 8	No. 12.
Repayments, Medical (Supplies of Stores)	- - -	216 8 9		
Receipts for Work done at Lewes Prison	- - -	4,387 3 10	4,387 3 10	No. 13.
Penalties, Fines, &c.	- - -	5,392 1 4	12,435 8 11	No. 14.
Sale of Naval Property	- - -	15 - -		
Per-centage on Cabin and Superintendent's Furniture, for its use	- - -	1,667 3 10		
Rents of Naval Premises	- - -	5,199 13 1		
Miscellaneous Receipts	- - -	161 10 8		
Contribution from Naval Prize Fund	- - -	3,000 - -	3,000 - -	No. 16.
Repayments, Army Service (Supplies of Stores)	- - -	51,727 5 2	51,993 18 3	No. 17.
Old Stores, Army Service (Sales of Transport Stores)	266 13 1	- - -		
Old Store Moneys	£. 56,651 19 10			
Extra Receipts	170,316 8 1		£. 226,968 7 11	

Examined,
H. T. D. Bathurst, Inspector.

J. Beeby,
Accountant General of the Navy, and
Comptroller of Navy Pay.

REPORT of the COMPTROLLER and AUDITOR GENERAL upon the APPROPRIATION ACCOUNT of RECEIPT and EXPENDITURE for NAVY SERVICES, for the Year ended the 31st March 1869, prepared and submitted for the information of the House of Commons, in pursuance of the 22nd and 32nd Sections of the Act 29 & 30 Vict. c. 39.

I. I HAVE in this year, as in the preceding, to notice that the provisions of the Act 29 & 30 Vict. c. 39 have not been complied with as respects the delivery of the Appropriation Account of Naval Grants, the Account for 1868–69 not having been transmitted to this Department until the 21st of February 1870 instead of the 30th of November 1869, as required by the above Act.

Copies of correspondence with the Admiralty on the subject are annexed. Nos. 1, 2, 3.

II. The observations contained in paragraph II. of my Report upon the Appropriation Account for 1867–68, respecting the delay in recording the Expenditure of the Navy, are also applicable to this Account.

III. I have to report that the Deficiency of 366,545 *l.* 5 *s.* 6 *d.*, on the Account of Naval Services for the year ended the 31st of March 1868, has been Voted by Parliament.

IV. The Appropriation Account for 1868–69, has been prepared according to the form laid before the Committee of Public Accounts of Session 1869 by the War Department, showing, in distinct columns, the Expenditure for the ordinary service of the Navy, and the extra Expenditure occasioned by the expedition to Abyssinia. Appendix to Reports, page 4, Parl. Paper, 67, Session 1869.

V. The Expenditure for Naval Services, both Ordinary and Extraordinary, having, however, in accordance with the Treasury Minute of the 17th of September 1867, been carried in the books of the Navy to the appropriate heads of service, it has not been found practicable to verify the separate amounts in the columns of Ordinary and Extraordinary Expenditure; the total Expenditure has, however, been verified, and the Savings or Deficiencies, on comparison with the respective Votes, found correct.

VI. The Estimates for 1868–69, as well for Army Services as for Navy Services, after stating the total amount required under the respective Votes, contained lists of "Sub-Heads under which this Vote will be accounted for;" and the Appropriation Act contains also a provision that a detailed statement of the Savings and Deficiencies shall be laid before the House of Commons not later than one month after the Appropriation Account has been rendered to this Department. 31 & 32 Vict. c. 85, s. 29.

VII. The Admiralty have rendered the Navy Appropriation Account for 1868–69 under the Votes only; and it would appear, from Mr. Lushington's letter of the 2nd of December 1869, that a detailed Account of Savings and Deficiencies will be hereafter transmitted. The War Department, however, transmitted the Army Appropriation Account for 1868–69, accompanied by statements showing the Expenditure chargeable to the Sub-Heads of each Vote, as detailed in the Estimates, and do not appear to have rendered any subsequent statement. Enclosure, No. 1.

VIII. I have, therefore, to call attention to this difference of practice, and to suggest that arrangements may be made for rendering the Accounts of Army and Navy Services in a uniform manner.

IX. It will be seen, from the Statement (A.) accompanying this Report, that there are Excesses of Expenditure on certain Votes of the year 1868–69, amounting to 3,046,451 *l.* 17 *s.* 1 *d.*, and that there are Savings on other Votes amounting to 134,357 *l.* 10 *s.* 3 *d.*

X. The Savings have been temporarily applied, under the authority of the Lords Commissioners of the Treasury, in accordance with the Act 31 & 32 Vict. c. 85, in diminution of the Excesses of Expenditure, showing a Net Deficiency of 2,912,094 *l.* 6 *s.* 10 *d.*, which has been met by an issue of an equal amount out of the Vote of Credit for the Abyssinian Expedition.

XI. Payments, amounting to 662 *l.* 10 *s.* 9 *d.*, made at Naval Yards Abroad in the year 1868–69, have been charged to Vote 6, Sub-Head R., "Wages." It appears that this Expenditure has been charged to this Vote provisionally, in the absence of explanations. I have, therefore, to notice that charges have been made against a Vote which may be found to have been incorrectly classified, and to be chargeable to other Votes.

XII. I have to notice that an Expenditure of 420 *l.* 12 *s.* 11 *d.*, for Repairs to certain Cottages near the Extension Works at Portsmouth Dockyard, has been deducted from the Old Store and Extra Receipt Moneys, under the Head "Rents of Naval Premises." As these rents should be paid in full into the Exchequer, the sum of 420 *l.* 12 *s.* 11 *d.* has been applied without the directions of Parliament.

XIII. The amount of Old Store and Extra Receipt Moneys, after deducting the sum of 420 *l.* 12 *s.* 11 *d.*, shown in the Memorandum attached to the Account, amounted to 226,968 *l.* 7 *s.* 11 *d.*; and the following sums have been paid into the Exchequer in respect thereof, viz.:—

	£.	*s.*	*d.*
August - 1868	37,064	–	–
November „	93,390	4	10
February 1869	24,450	14	10
May - „	72,028	17	10
Together - - - £.	226,933	17	6

Leaving 34 *l.* 10 *s.* 5 *d.* to be adjusted in a subsequent payment.

XIV. In accordance with directions of the Lords of the Treasury a note has been appended to the Account, showing, under each Vote, the degree to which the Account of the Financial Year has been affected by the rectification of errors or omissions in the Accounts of previous years.

No. 4.

XV. A copy of a letter from the Admiralty, respecting the amount of Expenditure relating to the year 1868–69, not included in the Account, is appended to this Report.

XVI. The Navy Account includes the Vote for "Greenwich Hospital and School;" the Grant for this Service for 1868–69 was 127,608 *l.*, and the Expenditure 126,367 *l.* 11 *s.* 3 *d.*, leaving a surplus of 1,240 *l.* 8 *s.* 9 *d.* to be surrendered to the Exchequer.

(signed) *Wm. Dunbar,*
Comptroller General of the Receipt and Issue of Her Majesty's Exchequer, and Auditor General of Public Accounts.

Exchequer and Audit Department,
23 March 1870.

(A.)

STATEMENT of the Amounts by which the NAVAL EXPENDITURE has fallen short of, or exceeded, the Sums VOTED for the Year 1868-69.

Number of Vote.	HEADS OF SERVICE.	EXPENDED. Less than Voted.			EXPENDED. More than Voted.		
		£.	*s.*	*d.*	£.	*s.*	*d.*
1	Wages to Seamen and Marines - - -	22,058	4	7	—		
2	Victuals and Clothing - - - - -	23,155	3	11	—		
3	Admiralty Office - - - - - -	903	3	8	—		
4	Coast Guard Service, Royal Naval Reserve, &c.	7,419	6	–	—		
5	Scientific Branch - - - - - -	495	5	1	—		
6	Naval Yards at Home and Abroad - -	3,353	17	2	—		
7	Victualling Yards - ditto - - -	3,907	14	5	—		
8	Medical Establishments, ditto - - -	2,506	18	1	—		
9	Marine Divisions - - - - - -	1,342	9	7	—		
10	First Section: Naval Stores - - - -	-	-	-	50,344	17	–
	Second Section: Steam Machinery and Ships Built by Contract.	31,924	19	4	—		
11	New Works and Repairs - - - -	4,445	9	2	—		
12	Medicines and Medical Stores - - -	-	-	-	9,917	3	3
13	Martial Law and Law Charges - - -	1,894	5	4	—		
14	Miscellaneous Services - - - - -	-	-	-	8,360	1	2
15	Half Pay - - - - - - - -	12,091	9	3	—		
16	First Section: Military Pensions and Allowances.	4,762	5	10	—		
	Second Section: Civil Pensions and Allowances	14,096	18	10	—		
17	Army Department: Conveyance of Troops -	-	-	-	2,973,606	10	10
	Balances Irrecoverable - - - -	-	-	-	4,223	4	10
	£.	134,357	10	3	3,046,451	17	1

CORRESPONDENCE referred to in the foregoing REPORT.

— No. 1. —

Sir, Admiralty, 2 December 1869.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you that the Accountant General of the Navy has reported, that owing to the increasing necessity for the explanations of the excesses and surpluses afforded to Parliament in the Appropriation Account being given with more exactitude of detail, so as to agree in the main with the similar information which is subsequently given with great minuteness in the Statement of Savings and Deficiencies, the Appropriation Account for the year 1868-69 could not be rendered to the Exchequer and Audit Department by the prescribed date, viz., 30th ultimo; and that in consideration of the increased labour of its preparation their Lordships intend, on its completion, to communicate with the Treasury on the subject, with a view of extending the period for the preparation of this Account to the 31st December in each year for the future (the present year being included), as in the case of the Army Accounts, and to forward concurrently the Appropriation Account and that of the Savings and Deficiencies.

I am, &c.

The Comptroller and Auditor General. (signed) *Vernon Lushington.*

— No. 2. —

Exchequer and Audit Department,

Sir, 7 December 1869.

I AM directed by the Comptroller and Auditor General to acknowledge the receipt of your letter of the 2nd instant, stating that it is the intention of the Lords of the Admiralty to communicate with the Lords of the Treasury, with a view of extending the period for the preparation of the Navy Appropriation Account to the 31st December in each year for the future (the present year being included).

I am to observe in reply that the period now fixed for the delivery of the Navy Appropriation Account (viz., 30th November) is prescribed by the Schedule to the 22nd section of the Exchequer and Audit Departments Act, and that the Act does not contain any provision authorising the Lords of the Treasury to extend the period for the delivery of the Annual Appropriation Accounts.

I am further to observe that the date on or before which the Comptroller and Auditor General is required to transmit his Reports on the Appropriation Accounts to the Treasury is prescribed by the same Act; and that if the Appropriation Accounts are not rendered within the time fixed, the Comptroller and Auditor General will not himself be able to comply with the requirements of the law.

I am, &c.

Vernon Lushington, Esq. (signed) *C. L. Ryan.*

— No. 3. —

Sir, Admiralty, 21 February 1870.

1. "THE Act 29 & 30 Vict. c. 39, s. 22, requiring that on or before the 30th day of November in each year an Account of the Receipt and Expenditure of the sums granted for Naval Services for the year ended the 31st March preceding, classed under the several Heads of Service, as expressed in the Appropriation Act or Acts for the year, shall be transmitted by the Naval Department to the Commissioners for Auditing the Public Accounts," I am directed by my Lords Commissioners of the Admiralty to forward the Account in question for the Financial Year ended 31st March 1869, to which the explanations approved by Treasury Letter of the 12th ultimo, as to the causes of the excesses and surpluses have been appended.

2. The Expenditure on Account of the Abyssinian Expedition has been exhibited in accordance with the recommendations contained in the Second Report of the Parliamentary Committee on Public Moneys, dated 23rd June 1869.

3. The circumstances which have led to the delay in the transmission of the Account have already been explained to the Lords of the Treasury, whose concurrence was requested in obtaining an extension of the period allowed for its completion under the Exchequer and Audit Act before quoted; and their Lordships of the Treasury, by letter of the 1st instant, informed my Lords that they were not prepared at present to offer any

opinion on this point, but considered that the subject should be submitted for the consideration of the Committee on Public Accounts.

I am, &c.

The Comptroller and Auditor General. (signed) *Vernon Lushington.*

— No. 4. —

Sir, Admiralty, 26 February 1870.

1. I AM directed by my Lords Commissioners of the Admiralty to acquaint you, with reference to your letter of the 23rd instant, that all the Cash Accounts (4,661 in number) of Naval Accountants for the year 1868–69 received in office have been examined, and the Expenditure, amounting to 7,848,953*l.* 12*s.* 9*d.*, has been included in the Parliamentary Naval Account for that year.

2. I am further to state that the only Cash Account, which had not been received in office when the Naval Appropriation Account for the year 1868–69 was closed, is that of the Officer in charge of the Marine Detachment at Vancouver's Island for the period from 1st January to 31st March 1869, the cash transactions of which are estimated to amount to 800*l.*

I am, &c.

The Comptroller and Auditor General. (signed) *Vernon Lushington.*

COPY of TREASURY MINUTE, dated 24th March 1870.

MY Lords have before them the Report of the Comptroller and Auditor General on the Appropriation Account of Navy Services, and for advances for Greenwich Hospital for the year ended 31st March 1869. This Report is dated the 23rd of March; and with reference to the dates, viz., 30th November and 15th January, which are named in the schedule of the Act 29 & 30 Vict. c. 39, as those on which this Account is to be submitted to the Auditor General and this Board respectively, the Auditor General observes that the present Account was not forwarded to his Department till the 21st of February last, and reminds this Board that the similar Account for 1867–68 was not rendered to him till the 1st of February 1869.

The Auditor General further observes that the delay in recording expenditure in the books of the Admiralty, to which attention was drawn in his Report of last year, still continues.

My Lords are aware that in April of last year, the Board of Admiralty took such measures as they considered would be effectual for preventing so much of the Naval Expenditure being brought to account at so late a period, and it is to be regretted that these measures have not produced the effect which was expected.

It is obvious that it is not in the power either of the Auditor General or of this Board to comply with the requirements of the Act, unless in the first place the Board of Admiralty is able to render their Account, approximately at all events, to the required time.

Their Lordships of the Admiralty have suggested to this Board the advisability of extending the limit within which they are now required to render their Appropriation Account to the Auditor General; but as the difficulty with which that Account is at present rendered has been already brought to the attention of the Committee on Public Accounts, my Lords did not think it incumbent on them to express any further opinion on the matter than that the subject should be submitted for the consideration of that Committee.

The Auditor General states that the Appropriation Account for 1868–69 has been prepared in the form recommended by that Committee, and shows distinctly the Ordinary Naval Expenditure as compared with the Extraordinary caused by the Abyssinian War; and that though, on account of the mode in which both kinds of expenditure have been, under the authority of this Board, carried to account in the Admiralty books, it has not been found practicable to verify the amounts separately, yet that the Total Expenditure has been verified, and the Savings and Deficiencies, on comparison with the respective Votes, found correct. The Account has, however, only been rendered in respect of the Votes, and not with any regard to the different Sub-Heads under which each Vote should be accounted for. In the case of the War Office Account, the Statement of Savings and Deficiencies which accompanied it afforded information in detail with regard to every Sub-Head, and in order to carry out more completely the intention of the Legislature in this respect, it appears to my Lords desirable that the practice of the Navy should be assimilated to that of other Departments.

The Auditor General observes that the sum of 420*l.* 12*s.* 11*d.* has been deducted from the rents of, and applied, without the sanction of Parliament, to the repair of certain cottages at Portsmouth. My Lords agree with the Auditor General, that this expenditure was irregular

irregular, and the amount so expended should have been paid to the Exchequer as an "Extra Receipt."

Though the total Expenditure for the year amounted to 14,069,384 *l.* 6 *s.* 10 *d.*, against 11,157,290 *l.*, the amount of the Votes, there were Savings, which in the aggregate amounted to 134,357 *l.* 10 *s.* 3 *d.*, on every Vote except Nos. 10, 12, 14, and 17, which deal respectively with Naval Stores, Medical Stores, Miscellaneous Services, and Army Transport.

On these four Votes the aggregate Deficiency was 3,042,228 *l.* 12 *s.* 3 *d.*, consisting principally of Expenditure on account of the Expedition to Abyssinia.

It is to be observed, that of this Deficiency, 2,973,606 *l.* 10 *s.* 10 *d.* is on the Vote for Army Transport, and that of the latter sum, 45,675 *l.* 2 *s.* 5 *d.* is due to other causes than the Abyssinian War. By the addition of 4,223 *l.* 4 *s.* 10 *d.*, on account of "Irrecoverable Balances," the total deficiency was raised to 3,046,451 *l.* 17 *s.* 1 *d.*, which has been met by applying, under the authority of this Board, in diminution of the Excesses,

	£.	*s.*	*d.*
The Savings - - - - - - - - -	134,357	10	3
And by issuing from the Vote of Credit for the Abyssinian War - - - - - - -	2,912,094	6	10
£.	3,046,451	17	1

A resolution sanctioning the application of the Savings, amounting to 134,357 *l.* 10 *s.* 3 *d.*, in aid of the Deficiency, will be submitted to the House of Commons.

The Auditor General states, that on the Greenwich Hospital Vote for 1868–69 there is a sum of 1,240 *l.* 8 *s.* 9 *d.* to be surrendered to the Exchequer.

Acquaint the Paymaster General.

Transmit copy of this Minute to the Admiralty and Auditor General.

NAVY.

APPROPRIATION ACCOUNT,

1868-69.

APPROPRIATION ACCOUNT of the SUMS granted by Parliament for NAVY SERVICES, for the Year ended 31 March 1869; with REPORT of the COMPTROLLER and AUDITOR GENERAL, and TREASURY MINUTE thereon.

(*Presented in pursuance of Act* 29 & 30 *Vict. c.* 39, *s.* 22.)

Ordered, by The House of Commons, *to be Printed*,
25 *March* 1870.

Under 2 *oz.*

NAVY.

1868–1869.

STATEMENT of the SAVINGS and DEFICIENCIES upon the GRANTS for NAVY SERVICES, in the Year ended the 31st day of March 1869; showing all Cases in which the Navy Department has obtained the Sanction of the Treasury to Expenditure not provided for in the Grants for that Year, together with Copies of the Representations made to the Treasury by the Board of Admiralty; also the BALANCE SHEET, showing the Ledger Balances on the 30th September 1869, the Date on which the Annual Account of Naval Receipt and Expenditure for the Year 1868-69 was Closed.

(*PRESENTED PURSUANT TO ACT* 29 & 30 *VICT. c.* 91, *s.* 29.)

Ordered, by The House of Commons, *to be Printed,*
27 *April* 1870.

NAVY.

STATEMENT of the SAVINGS and DEFICIENCIES upon the GRANTS for

GENERAL STATEMENT of the SUMS EXPENDED, compared with the SUMS GRANTED, under the following upon each

Number of Vote.	TITLE OF VOTE.	(A.) EXPENDITURE in 1868-69.	Amount included in Column (A), on Account of Expenditure for Abyssinian Expedition, Defrayed out of the Vote of Credit.
	NAVY EFFECTIVE SERVICES:	£. s. d.	£. s. d.
1	Wages to Seamen and Marines	3,014,575 15 5	62,228 2 –
2	Victuals and Clothing for ditto	1,312,686 16 1	– – –
3	Admiralty Office	181,460 16 4	47 3 –
4	Coast Guard Service, Royal Naval Coast Volunteers, and Royal Naval Reserve	236,506 14 –	– – –
5	Scientific Branch	63,069 14 11	– – –
6	Dockyards and Naval Yards at Home and Abroad	1,220,208 2 10	191 5 9
7	Victualling Yards and Transport Establishments at Home and Abroad	83,271 5 7	1 16 9
8	Medical Establishments at Home and Abroad	62,317 1 11	– – –
9	Marine Divisions	19,366 10 5	– – –
10 Section I.	Naval Stores for the Building, Repair, and Outfit of the Fleet	943,252 17 –	17,021 8 5
10 Section II.	Steam Machinery, and Ships built by Contract	1,060,575 – 8	– – –
11	New Works, Buildings, Machinery, and Repairs	809,791 10 10	– – –
12	Medicines and Medical Stores	88,081 3 3	59 8 10
13	Martial Law and Law Charges	18,470 14 8	– – –
14	Miscellaneous Services	184,160 1 2	200 5 7
	NAVY NON-EFFECTIVE SERVICES:		
15	Half-Pay, Reserved Half-Pay, and Retired Pay to Officers of the Navy and Royal Marines	688,074 10 9	– – –
16 Section I.	Military Pensions and Allowances	545,684 14 2	– – –
16 Section II.	Civil Pensions and Allowances	209,401 1 2	– – –
	£.	10,740,954 11 2	79,749 10 4
	SERVICE OF OTHER DEPARTMENTS:		
17	Army Department (Conveyance of Troops)	3,324,206 10 10	2,927,931 8 5
	£.	14,065,161 2 –	3,007,680 18 9
	Amount written off as irrecoverable	4,223 4 10	– – –
	£.	14,069,384 6 10	3,007,680 18 9

Greenwich Hospital and School £.

The Treasury sanction was obtained for a portion of the above Excesses upon Votes Nos. 6, 8, 10 (Sections I. and II.), 11, 12, and 14.
Treasury sanction for the approval of such was applied for as usual upon the transmission of the Abstract Account for the Year to that
The temporary application of the sum of 134,357 *l.* 10 *s.* 3 *d.*, the aggregate surplus on Votes Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 (Section II.),
Irrecoverable, has been sanctioned by Treasury Letter of 12th January 1870, with reference to the provisions of the 29th Section of Act
Copies of Applications made to the Treasury, and of Treasury replies, appended.

Admiralty, S.W.,
1 April 1870.

NAVY.

NAVY SERVICES, for the Year ended the 31st March 1869.

Votes, for NAVY SERVICES, in the Year ended the 31st March 1869, showing the SAVING or DEFICIENCY General Vote.

(B.) Net Ordinary Expenditure.	VOTED, 1868–69.	SAVINGS (As Compared with Net Expenditure, Column B.)	DEFICIENCIES (As Compared with Net Expenditure, Column B.)	SAVINGS (As Compared with Gross Expenditure, Column A.)	DEFICIENCIES (As Compared with Gross Expenditure, Column A.)	Reference to Explanatory Statement.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
2,952,347 13 5	3,036,634 – –	84,286 6 7	– – –	22,058 4 7	– – –	4
1,312,686 16 1	1,335,842 – –	23,155 3 11	– – –	23,155 3 11	– – –	6
181,413 13 4	182,364 – –	950 6 8	– – –	903 3 8	– – –	8
236,506 14 –	243,926 – –	7,419 6 –	– – –	7,419 6 –	– – –	10
63,069 14 11	63,565 – –	495 5 1	– – –	495 5 1	– – –	12
1,220,016 17 1	1,223,562 – –	3,545 2 11	– – –	3,353 17 2	– – –	14
83,269 8 10	87,179 – –	3,909 11 2	– – –	3,907 14 5	– – –	18
62,317 1 11	64,824 – –	2,506 18 1	– – –	2,506 18 1	– – –	20
19,366 10 5	20,709 – –	1,342 9 7	– – –	1,342 9 7	– – –	22
926,231 8 7	892,908 – –	– – –	33,323 8 7	– – –	50,344 17 –	24
1,060,575 – 8	1,092,500 – –	31,924 19 4	– – –	31,924 19 4	– – –	26
809,791 10 10	814,237 – –	4,445 9 2	– – –	4,445 9 2	– – –	30
88,021 14 5	78,164 – –	– – –	9,857 14 5	– – –	9,917 3 3	76
18,470 14 8	20,365 – –	1,894 5 4	– – –	1,894 5 4	– – –	78
183,959 15 7	175,800 – –	– – –	8,159 15 7	– – –	8,360 1 2	78
688,074 10 9	700,166 – –	12,091 9 3	– – –	12,091 9 3	– – –	84
545,684 14 2	550,447 – –	4,762 5 10	– – –	4,762 5 10	– – –	84
209,401 1 2	223,498 – –	14,096 18 10	– – –	14,096 18 10	– – –	84
10,661,205 – 10	10,806,690 – –	196,825 17 9	51,340 18 7	134,357 10 3	68,622 1 5	
396,275 2 5	350,600 – –	– – –	45,675 2 5	– – –	2,973,606 10 10	86
11,057,480 3 3	11,157,290 – –	196,825 17 9	97,016 1 –	134,357 10 3	3,042,228 12 3	
4,223 4 10	– – –	– – –	4,223 4 10	– – –	4,223 4 10	88
11,061,703 8 1	11,157,290 – –					
TOTAL SAVINGS - - - £.		196,825 17 9	– – –	134,357 10 3	—	
TOTAL DEFICIENCIES - - - £.			101,239 5 10	– – –	3,046,451 17 1	
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
126,367 11 3	127,608 – –	1,240 8 9	– – –	– – –	– – –	90
SAVING - - - £.		1,240 8 9	—	—	—	

As the Excesses appearing upon the other Votes could only be known upon the Account for the Year being closed in November 1869, the Department, and has been given in Treasury Letter of 12 January 1870.
11, 13, 15, and 16 (Sections I. and II.), in aid of the Deficiencies on the Grants under Votes Nos. 10 (Section I.), 12, 14, 17, and Balances 31 & 32 Vict. c. 85.

J. Beeby,
Accountant General of the Navy, and Comptroller of Navy Pay.

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, Causes of Variation between the

HEADS OF SERVICE.	(A.) EXPENDITURE, 1868–69.	Amount included in Column (A.), on Account of Expenditure for Abyssinian Expedition, defrayed out of the Vote of Credit for the Abyssinian Expedition.	NET ORDINARY NAVAL EXPENDITURE.	ESTIMATE, 1868–69.
VOTE No. 1.				
WAGES TO SEAMEN AND MARINES:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Wages of and Allowances to Seamen and Marines Afloat.	2,628,532 6 5	- - -	2,628,532 6 5	2,728,168 - -
B.—Expense of Raising Men, and Bounty to Seamen.	1,415 13 1	- - -	1,415 13 1	1,700 - -
C.—Subsistence of Commissioned and Staff Officers, Royal Marines on Shore.	72,712 1 10	- - -	72,712 1 10	80,971 - -
D.—Subsistence of Non-Commissioned Officers and Privates, Royal Marines on Shore.	209,108 7 7	- - -	209,108 7 7	183,184 - -
E.—Prizes to Royal Marines for Good Shooting	785 14 9	- - -	785 14 9	1,163 - -
F.—Recruiting Expenses, Royal Marines -	13,480 9 5	- - -	13,480 9 5	15,448 - -
G.—Colonial Pay and Field Allowances to Marines, San Juan.	3,312 10 5	- - -	3,312 10 5	4,000 - -
H.—Contingencies, Marine Service - -	23,000 9 11	- - -	23,000 9 11	22,000 - -
Indian Batta for Officers, &c., of the Abyssinian Expedition.	62,228 2 -	62,228 2 -	- - -	- - -
£.	3,014,575 15 5	62,228 2 -	2,952,347 13 5	3,036,634 - -
			Saving - - -	£. 84,286 6 7

under each of the Subdivisions of the VOTES included in the foregoing Statement, together with the EXPENDITURE and the ESTIMATE.

EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.	CAUSES OF VARIATION.
£. s. d.	£. s. d.	
99,635 13 7	- -	Surplus: arising from the Number of Commissioned Officers, Seamen, and Marines employed Afloat, having been, on the Average throughout the Year, underborne; and by the Number of Men paid at Continuous Service Rates of Pay, having been less than the Number provided for.
284 6 11	- -	Surplus: caused by fewer Men and Boys having been entered than in the previous year, upon the Expenditure of which the Estimate was based.
8,258 18 2	- -	Surplus: caused by the Vacancies which occurred in all ranks during the latter part of the year not having been filled up, in anticipation of a reduction in the Number of Officers for 1869-70, and by the Lieutenants of Royal Marine Artillery, and the Lieutenants, and also Quartermasters of Royal Marine Light Infantry having been below the established Numbers.
- -	25,924 7 7	Excess: occasioned by the Number of Marines on Shore having been in Excess of those estimated and provided for, owing to the contemplated reduction of the Royal Marine Corps by 1,700 Non-Commissioned Officers and Men not having been fully carried out until subsequently, from the proportionate Number of Marines serving Afloat having averaged 640 below those voted.
377 5 3	- -	Surplus: arising from the actual Number of Marksmen not having reached the number anticipated, also from Men having forfeited their Good Shooting Pay.
1,967 10 7	- -	Surplus: caused by so many Recruits not having been Enlisted or Re-Entered as were provided for; in the latter case from the restrictions placed on the Re-Engagement of Marines.
687 9 7	- -	Surplus: caused by the Royal Marine Detachment at San Juan having been below its proper strength in consequence of the length of time which must necessarily elapse before the casualties on so distant a Station are repaired.
- -	1,000 9 11	Excess: arising from a greater Number of Men having been borne on Shore than was provided for, leading to a greater Expenditure for Lodging Allowances and other Incidental Charges.
- -	- -	No Naval Vote taken, being defrayed out of the Vote of Credit for the Abyssinian Expedition.
111,211 4 1	26,924 17 6	
£. 84,286 6 7		

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 2. VICTUALS AND CLOTHING FOR SEAMEN AND MARINES:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Provisions received under Contract, Purchased, &c.	644,785 14 9	628,590 - -	- -	16,195 14 9
B.—Savings (Payments for Provisions not taken up)	131,972 11 3	128,253 - -	- -	3,719 11 3
C.—Allowances in lieu of Provisions and Fuel to Officers and Men borne on Ships' Books, but not victualled.	190,290 14 -	173,323 - -	- -	16,967 14 -
D.—Lights and Culinary Fuel for Service Afloat -	55,782 - 9	64,286 - -	8,503 19 3	- -
E.—Allowances in lieu of Lights to Officers, &c. Afloat	16,940 2 11	19,315 - -	2,374 17 1	- -
F.—Mess Allowances to Officers - - - -	15,234 3 9	56,184 - -	40,949 16 3	- -
G.—Officers' Mess Traps, Furniture, &c. - - -	3,429 12 9	10,000 - -	6,570 7 3	- -
H.—Victualling Stores received under Contract, &c. -	39,225 15 10	33,400 - -	- -	5,825 15 10
I.—Freight, Lighterage, and other Charges on Provisions and Victualling Stores.	15,128 3 1	17,000 - -	1,871 16 11	- -
K.—Estimated Value of Issues of Provisions, &c. to other Departments of Government, &c.	82,892 6 3	84,977 - -	2,084 13 9	- -
L.—Seamen's Clothing, Soap, and Tobacco - -	34,528 18 4	37,126 - -	2,597 1 8	- -
M.—Marine Clothing and Appointments - -	55,914 1 11	53,825 - -	- -	2,089 1 11
Carried forward - - - £.	1,286,124 5 7	1,306,279 - -	64,952 12 2	44,797 17 9

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Excess: these excesses result from the Ration having been restored to Officers on the abolition of the Mess Allowance System after the Estimates had been approved.

Excess: arising from Officers who, under the Mess Trap System, received "Mess Traps" or "Mess Allowance" as an equivalent for their Rations, having, on the abolition of that system, drawn Allowances in lieu of Provisions; also from the extension of the system of giving Working Parties Allowances in lieu of Rations.

Surplus: resulting from Coals having been obtained at a lower rate than was estimated, and from the Reduction of the Number of Men.

Surplus: the Reduction in the Numbers borne, and the Increase in those paid Allowance in lieu of Provisions, explains this Surplus. Officers drawing mess allowances were paid allowances in lieu of lights; but those paid compensation in lieu of provisions are expressly excluded from it.

Surplus: caused by the Abolition of Mess Allowances after the Estimates were approved.

Surplus: caused by Officers no longer obtaining these except on Payment, they having formerly been supplied as part equivalent for Rations.

Excess: this is to some extent a necessary consequence of the increased requirements under Provisions; also from a greater Expenditure than was calculated for Mess Utensils, and for Warrant Officers, and for Tanks, having been found necessary.

Surplus: a smaller sum than had been required in previous years has been sufficient to keep the Foreign Depôts, &c. supplied.

Surplus; arising from Demands by other Departments, &c. not having been made to the extent anticipated.

Surplus: 2,267 *l.* of this Amount is Commuted Allowance, the result of a much smaller Number of Men than had been anticipated becoming entitled to this Payment.

Excess: caused by Serge Trousers, chiefly for supply to Men on repayment, having been provided in 1868–69, but too late for issue that year, consequently the Amount could not be recovered from the Men during the financial year before quoted.

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each o

HEADS OF SERVICE.	EXPENDITURE, 1868–69.	ESTIMATE, 1868–69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate
VOTE No. 2. VICTUALS AND CLOTHING FOR SEAMEN AND MARINES—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s.
Brought forward - - -	1,286,124 5 7	1,306,279 – –	64,952 12 2	44,797 17
N.—Allowances in lieu of Marine Clothing - -	4,534 2 3	5,019 – –	484 17 9	- -
O.—Marine Barrack Stores - - - - - -	17,217 4 7	19,021 – –	1,803 15 5	- -
P.—Estimated Value of Issues of Clothing, &c. to other Departments of Government, &c.	4,811 3 8	5,523 – –	711 16 4	- -
£.	1,312,686 16 1	1,335,842 – –	67,953 1 8	44,797 17
Saving - - -	£. 23,155 3 11		£. 23,155 3 11	

HEADS OF SERVICE.	(A.) EXPENDITURE, 1868–69.	Abate,— Amount included in Column (A.), on Account of Expenditure for Abyssinian Expedition.	NET ORDINARY NAVAL EXPENDITURE, 1868–69.	ESTIMATE, 1868–69.
VOTE No. 3. ADMIRALTY OFFICE:	£. s. d.	£. s. d.	£. s. d.	£. s.
A.—Salaries, Wages, and Allowances, Admiralty Office	168,352 4 4	33 18 –	168,318 6 4	171,064 –
B.—Rents, Rates, and Taxes, Admiralty Office -	2,736 19 2	- - -	2,736 19 2	2,600 –
C.—Fuel and Light, Admiralty Office - - -	1,982 13 3	- - -	1,982 13 3	2,400 –
D.—Travelling Expenses, Admiralty Office - -	3,929 17 –	- - -	3,929 17 –	3,300 –
E.—Postage and Carriage of Parcels, and Contingencies, Admiralty Office.	4,459 2 7	13 5 –	4,445 17 7	3,000 –
£.	181,460 16 4	47 3 –	181,413 13 4	182,364 –
Saving - - -			£. 950 6 8	

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.
Surplus: owing to a fewer number of Men, with clothing money due to them, having disembarked during the year than was provided for.
Surplus: caused by the sudden discharge of a large number of Men in 1868–69; a considerable saving also accrued from the non-replenishment of the Stores at Woolwich, after it became known (at the end of 1868) that the Division would be abolished.
Surplus: arising from the demands by other Departments not having been made to the extent anticipated.

EXPENDITURE,		CAUSES OF VARIATION.
Less than Estimate.	More than Estimate.	
£. s. d.	£. s. d.	
2,745 13 8	- -	Surplus: caused by the alteration in the date of payment of Offical Salaries from the last day of the third month of each Quarter to the 28th of the month, by the re-arrangement of the Department of the Controller of the Navy, and the amalgamation of Controller with that of a Lord of the Admiralty; by the abolition of the office of Engineer in Chief of the Navy, and of one Assistant Accountant General of the Navy; and by deaths and removals of Officers and Clerks, and the appointment of others at lower salaries.
- -	136 19 2	Excess: owing to increased payments for Rates and Taxes, consequent upon the occupation of houses in Spring Garden Terrace, and of additional buildings in Buckingham Court as Public Offices.
417 6 9	- -	Surplus: occasioned by payment for a portion of the supplies of coals for the Admiralty Offices in 1868–69 not having been made in the year, and by the allowance in lieu of oil formerly paid to Members of the Board of Admiralty, having been discontinued on the reconstruction of the Board in December 1868.
- -	629 17 -	Excess: caused by the Travelling Expenses of Professional Officers of the Admiralty having exceeded the average of previous years on which the Estimate was based, owing to the greater number of their visits to the Dockyards, &c. with the view of exercising a more central supervision.
- -	1,445 17 7	Excess: occasioned by the expenditure on account of carriage of parcels containing Accounts, Ships' Books, Charts, &c. having been in excess of the amount provided, owing to the expiration of the Admiralty Mail Contract with the Peninsular and Oriental Steam Navigation Company, and that Company being no longer willing to convey parcels free of charge; and by the office contingent charges having been greater than the amount provided in the Estimate, which was based on the average expenditure of previous years, partly arising from the alteration and extension of Departmental accommodation.
3,163 - 5	2,212 13 9	
£. 950 6 8		

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE, 1868–69.	ESTIMATE, 1868–69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 4.	£. s. d	£. s. d.	£. s. d.	£. s. d.
COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, AND ROYAL NAVAL RESERVE:				
A.—Salaries, Wages, and Allowances, Coast Guard Office.	5,786 14 –	5,394 – –	- -	392 14 –
B.—Rents, Rates, and Taxes, Coast Guard Office -	171 2 10	167 – –	- -	4 2 10
C.—Travelling Expenses and Subsistence Allowances, Coast Guard Office.	740 2 6	700 – –	- -	40 2 6
D.—Contingencies, Coast Guard Office - - -	166 5 2	180 – –	13 14 10	- -
E.—Pay and Allowances of Officers and Men, Coast Guard Establishments on Shore.	22,121 3 6	23,546 – –	1,424 16 6	- -
F.—Rents, Rates, Taxes, and Insurance of Buildings, Coast Guard Establishments on Shore.	33,082 4 9	35,800 – –	2,717 15 3	- -
G.—Travelling Expenses, and Removal of Officers and Men and their Families, Coast Guard Establishments on Shore, &c.	19,218 7 9	18,890 – –	- -	328 7 9
H.—Fuel and Light, Coast Guard Establishments on Shore, &c.	4,675 – 6	4,800 – –	124 19 6	- -
I.—Contingencies, Coast Guard Establishments on Shore, &c.	6,026 8 1	5,264 – –	- -	762 8 1
K.—Drill of the Coast Guard and Royal Naval Reserve.	3,896 1 11	4,150 – –	253 18 1	- -
L.—Royal Naval Coast Volunteers Wages, Bounty Money, Billeting, &c.	15,653 6 –	20,000 – –	4,346 14 –	- -
M.—Royal Naval Reserve, Wages, Allowances, &c.	124,969 17 –	125,035 – –	65 3 -	- -
£.	236,506 14 –	243,926 – –	8,947 1 2	1,527 15 2
Saving - - -	£. 7,419 6 –		£. 7,419 6 –	

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.
Excess: caused by the Salary of the Surveyor of Coast Guard. Buildings having been increased; by a Draughtsman, formerly on day-pay, being placed on salary; by the appointment of an additional Boy Messenger, and by the employment of a Writer for three parts of the year during the absence of a Clerk from sickness.
Excess: this is merely the difference between an estimated and an actual Expenditure.
Excess: caused by the Expenditure for Travelling Charges having exceeded the amount provided as based on the average Expenditure of previous years.
Surplus: caused by the abolition of the Coast Guard Office as a separate Department in February 1869.
Surplus: caused by the vacancies occasioned by the retirement of Civilians having been filled up by Men borne on Ships' Books.
Surplus: caused by the payments for Rent having been less than provided for, in consequence of the further occupation of Public Buildings.
Excess: arising from more than the average number of removals having taken place amongst the Coast Guard during the year, owing to the retirement of Civilians, whose vacancies have been filled up by men borne on Ships' Books.
Surplus: caused by the Expenditure having been less than the Estimate, which was based on the average payment of previous years.
Excess: occasioned by increased payments to Ministers of Religion for spiritual attendance on Men at Coast Guard Stations, as compared with previous years, upon which this Item of provision is framed; also, by the expense of Clearing Drains, Telegrams, and other Contingent Charges having exceeded the average Expenditure of previous years on which the Estimate was framed.
Surplus: caused by the Expenditure having been less than the amount provided in the Estimates, which was based on average payments of previous years.
Surplus: caused by the reduction in the numbers of the Royal Naval Coast Volunteers during the year.
Surplus: this is merely the difference between an estimated and an actual Expenditure.

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 5.				
SCIENTIFIC BRANCH.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Salaries, Wages, and Allowances, Royal Observatory.	2,534 12 8	2,732 – –	197 7 4	– –
B.—Contingencies, Royal Observatory - - -	2,346 5 2	2,004 – –	– –	342 5 2
C.—Observatory at the Cape of Good Hope - -	1,748 17 5	1,823 – –	74 2 7	– –
D.—Magnetic and Meteorological Department - -	1,060 15 6	1,090 – –	29 4 6	– –
E.—Nautical Almanack - - - - - - -	2,321 13 8	2,399 – –	77 6 4	– –
F.—Chronometers - - - - - - - -	1,127 10 –	1,000 – –	– –	127 10 –
G.—Compass Department - - - - -	806 15 4	762 – –	– –	44 15 4
H.—Rewards, Experiments, &c., for Scientific Purposes.	988 17 1	500 – –	– –	488 17 1
I.—Director of Education for the Admiralty - - -	979 15 2	964 – –	– –	15 15 2
K.—School of Naval Architecture - - - -	1,734 11 6	1,360 – –	– –	374 11 6
L.—Royal United Service Institution - - -	300 – –	300 – –	—	—
M.—Libraries and Museums at Haslar and Plymouth Hospitals.	97 14 10	100 – –	2 5 2	– –
N.—Salaries, Wages, and Allowances, Hydrographical Department.	5,744 18 3	6,042 – –	297 1 9	– –
O.—Drawing. Engraving, Printing, and Mounting Charts.	10,925 14 –	12,000 – –	1,074 6 –	– –
P.—Contingencies, Hydrographical Department -	1,008 9 8	1,000 – –	– –	8 9 8
Q.—Coast and other Surveys (Hire of Ships, Extra Pay, &c.)	26,242 5 9	26,452 – –	209 14 3	– –
R.—Establishment for Scientific Education at Portsmouth.	3,100 18 11	3,037 – –	– –	63 18 11
£.	63,069 14 11	63,565 – –	1,961 7 11	1,466 2 10
Saving - - - £.	495 5 1		£. 495 5 1	

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surplus: owing to less having been paid to Supernumerary Computers than was anticipated; the Estimate for these Computers was transferred this year from the Civil Service Estimates, Class 4, Vote 15.

Excess: caused principally by the Expenses connected with the building of New Works at the Observatory having been under-estimated for, and from the Contingent Expenses, owing to the increased Rates and Taxes, and Rise in Workmen's Wages, having been larger than were anticipated.

Surplus: caused by the Charge for printing Astronomical Observations having been less than was Estimated for.

Surplus: this is merely the difference between an estimated and an actual Expenditure.

Surplus: caused by the Expenditure of a less sum for Contingencies than was anticipated; and by the Rent and Taxes of the Building having been less than were estimated for.

Excess: caused by the Repairs of Chronometers abroad having been unusually large.

Excess: arises from the Expenses in connection with the swinging of newly built ships having been more than was anticipated.

Excess: caused by the Expenditure having been greater than the average of previous years on which the Estimate was based, and principally through the payment of 500 *l.* to the Institution of Naval Architects.

Excess: occasioned by the payment of a Lodging Allowance to the Assistant to the Director of Education granted subsequently to the Estimate being framed.

Excess: arising from the payment of an Arrear Claim for the previous year preferred by the Science and Art Department.

Surplus: this is merely the difference between an actual and an estimated Expenditure.

Surplus: caused by the employment of fewer Assistants in writing Sailing Directions than were estimated for.

Surplus: caused by the demand for Charts by the Public having been less than was expected and and estimated for.

Excess: this is merely the difference between an estimated and an actual Expenditure.

Surplus: caused by the Contingent Expenses of the various Surveys having been less than were expected.

Excess: caused by the wages of an additional Female Servant, in consequence of the large number of officers in the College.

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE. 1868–69.	ESTIMATE, 1868–69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 6. DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Salaries and Allowances, Dockyards at Home -	140,066 15 3	141,943 – –	1,876 4 9	- -
B.—Rents, Rates, Taxes, and Water, Dockyards at Home.	6,788 11 1	6,899 – –	110 8 11	- -
C.—Lighting with Gas, Dockyards at Home - -	8,410 19 9	9,055 – –	644 – 3	- -
D.—Contingencies, Dockyards at Home - - -	5,381 6 1	4,836 – –	- -	545 6 1
E.—Wages to Artificers, &c., Dockyards at Home -	884,311 14 –	879,859 – –	- -	*4,452 14 –
F.—Wages, Yard Service Afloat, Dockyards at Home	18,178 11 8	15,637 – –	- -	2,541 11 8
G.—Hire of Teams, Dockyards at Home - -	8,423 3 9	10,005 – –	1,581 16 3	- -
H.—Wages, Police Force, Dockyards at Home -	34,634 9 11	34,123 – –	- -	*511 9 11
I.—Wages to Artificers and Labourers breaking up Old Ships.	13,777 2 1	15,000 – –	1,222 17 11	- -
K.—Work in connection with Gunnery Fittings -	4,080 – 7	4,000 – –	- -	80 – 7
L.—Extra Pay to Artificers, &c. of the Fleet at Home	2,835 15 7	4,000 – –	1,164 4 5	- -
M.—Survey Valuation of Stock at the several Dockyards, &c.	1,266 7 5	2,000 – –	733 12 7	- -
N.—Salaries and Allowances, Naval Yards Abroad -	28,533 3 9	27,329 – –	- -	1,204 3 9
O.—Rents, Rates, Taxes, and Water, Naval Yards Abroad.	2,310 10 4	2,281 – –	- -	29 10 4
P.—Lighting with Gas, Naval Yards Abroad - -	314 1 3	550 – –	235 18 9	- -
Q.—Contingencies, Naval Yards Abroad - -	1,152 17 8	1,190 – –	37 2 4	- -
R.—Wages, Naval Yards Abroad - - - -	40,422 15 1	45,846 – –	5,423 4 11	- -
S.—Wages, Yard Service Afloat, Naval Yards Abroad	3,182 13 9	4,121 – –	938 6 3	- -
T.—Hire of Teams, Naval Yards Abroad - -	412 7 5	- - -	- -	412 7 5
Carried forward - - - £.	1,204,483 6 5	1,208,674 – –	13,967 17 4	9,777 3 9

* Copy of Application made to Treasury, and

the Subdivisions of the Votes including in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surplus: owing to fresh appointments at lower rates of Salary, and to the abolition of the office of Master Attendant at Deptford, Chatham, and Sheerness Dockyards, and the reduction in the staff of Clerks at several of the Dockyards.

Surplus: caused by provision having been made for Water at Woolwich, to meet an anticipated cessation in the supply of Water from the Government Wells, which did not occur, and by the full amount due for Rates and Taxes at Woolwich and Sheerness not having been claimed and paid during the year. The surplus thus caused is, however, reduced by insufficient provision having been made for Water, and by arrear of payments for Rates at Portsmouth.

Surplus: The full quantity of Gas provided for at Woolwich, Portsmouth, and Devonport not having been required.

Excess: arising from the expense of removing Workmen and their families from Deptford previously to closing the Dockyard.

Excess: this excess has arisen in reference to the refit and repairs of the Indian Troop Ships "Crocodile" and "Serapis," an additional sum for this service having been sanctioned by the Treasury Letter of the 1st August 1868.

Excess: the recommendations of the Yard Craft Committee upon which the Estimate was based not having been fully carried out during the year.

Surplus: fewer Teams having been required at the yards generally than were provided for in the Estimates.

Excess: caused by the employment of one additional serjeant and eight constables, for the protection of Chatham Dockyard, sanctioned by Treasury Letter of 23rd June 1869.

Surplus; caused by the expense of breaking up the ships having been less than was anticipated when the Estimate was framed.

Excess: this is merely the difference between an Estimated and an Actual Expenditure.

Surplus: caused by the Payments for Extra Pay to meet the casualties of the Fleet, having been less than the amount provided for in the Estimates, which was based on previous years' Expenditure.

Surplus: owing to a General Survey at Devonport not being considered necessary under the new regulations for holding continuous Surveys at the Dockyards.

Excess: caused principally by Writers having been employed at Hong Kong and Halifax, during the absence of Clerks from sickness; by the allowances to the Chaplain and Roman Catholic Priest at Malta, and by the employment at Hong Kong of a Master Attendant, and of Clerks in higher capacities, not provided for.

Excess: caused by arrear Rates and Taxes paid at Gibraltar, and by the Rents of a Coach House for the Commander-in-Chief, and of a Rifle Range at Malta not being provided for. This excess is, however, reduced by a saving in the House Allowances at Hong Kong, owing to vacancies in the staff of Clerks, and in the office of Inspector of Machinery.

Surplus: caused by the provision for Gas at Gibraltar and Malta having proved greater than was required.

Surplus: caused by the allowance provided for the person acting as Organist at the Cape not having been paid, and by the Postage and other Contingent Expenses at the Cape and Hong Kong having been less than the average of previous years upon which the Estimates were based.

Surplus: the distribution of the Naval Forces on the Foreign Stations after the Estimates were prepared, occasioned the General Expenditure being less than the Estimate.

Surplus: the requirements of the service not having necessitated the employment of the full number of men provided for at Bermuda; this Surplus is reduced by no provision having been made for men whom it was found necessary to employ at Hong Kong.

Excess: owing to no provision having been made for the Teams found necessary at Halifax and Bermuda.

of Treasury Reply, appended (*see* pp. 16 & 17).

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	(A.) EXPENDITURE, 1868–69.	Amount included in Column (A.), on Account of Abyssinian Expedition, defrayed out of the Vote of Credit for the Abyssinian Expedition.	NET ORDINARY EXPENDITURE.	ESTIMATE, 1868–69.
VOTE No. 6.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
DOCKYARDS AND NAVAL YARDS AT HOME AND ABROAD—*continued.*				
Brought forward - - -	1,204,483 6 5	- - -	1,204,483 6 5	1,208,674 - -
U.—Wages, Police Force, Naval Yards Abroad -	5,702 17 7	- - -	5,702 17 7	5,888 - -
V.—Extra Pay to Artificers of the Fleet Abroad -	10,021 18 10	191 5 9	9,830 13 1	9,000 - -
£.	1,220,208 2 10	191 5 9	1,220,016 17 1	1,223,562 - -
		Saving - - -	£. 3,545 2 11	

(A.)

Sir, Admiralty, 29 July 1868.

I AM commanded by my Lords Commissioners of the Admiralty to request you will state to the Lords Commissioners of Her Majesty's Treasury that the estimated cost of labour and materials required during the present year for the repairs and refit of the India troop ships "Serapis" and "Crocodile" amounts to about 25,600 *l.* No provision has been made in the current Estimates under Vote 6 for the hired labour required for this service. The work is of an urgent nature and must be proceeded with at once to enable the ships to resume their duties in September.

At the present early period of the financial year it is not practicable to state whether there will be a surplus or excess under Vote 6, or any other head of the Navy Estimates; and my Lords would therefore propose, with the concurrence of the Lords of the Treasury, to charge as a provisional excess under Vote 6, the expense of the hired labour, observing that the Indian Government contributes an annual per-centage on account of the wear and tear of these ships; which amount is, under the arrangements for the troop service, payable into the Exchequer.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(A.)

Sir, Treasury Chambers, 1 August 1868.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 29th ultimo, requesting the assent of this Board to the cost of the repairs of Her Majesty' ships "Crocodile" and "Serapis," which is estimated at about 25,600 *l.*, being charged as a provisional excess under Vote 6, 1868–69, so as to enable these vessels to be ready for the Indian troop service in September.

My Lords desire me to state that, from the urgent nature of this service, arising from the necessity of these vessels being fit to resume their duties in September next, they consider that there is no alternative left with this Board in the matter, and they therefore desire me to convey to you, for the information of the Lords Commissioners of the Admiralty, their sanction of the expenditure of 25,600 *l.* for the purpose of carrying out the necessary repairs, but they must request that the amount taken for Vote 6 be on no account exceeded.

My Lords would, however, refer to the Appendix to the Report of the Committee of 1865 on the Indian Transport Service, page xxxviii, from which it would appear that it was estimated that an average annual sum of 46,406 *l.* would be required for wear and tear of the vessels employed on this service; and they request that they may be informed why, as stated in your letter, "no provision has been made in the current Estimates for the expenditure on this account, which would be required in accordance with the agreement entered into with the Indian Government."

I am, &c.

The Secretary to the Admiralty. (signed) *Geo. A. Hamilton.*

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.	CAUSES OF VARIATION.
£. s. d.	£. s. d.	
13,967 17 4	9,777 3 9	
185 2 5	- -	Surplus: caused by the Expenditure for Police consequent on the withdrawal of the Military Guard at Hong Kong not having been so great as was provided for; the saving thus occasioned is however reduced by a deficiency, owing to more men being required at Malta than were provided for.
- - -	830 13 1	Excess: caused by the exigencies of the service having necessitated increased payments to Artificers of the Fleet, chiefly on the North American and West Indies, China and West Coast of Africa Stations.
14,152 19 9	10,607 16 10	
£. 3,545 2 11		

(A. A.)

Sir, Treasury Chambers, 23 June 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 15th instant, that my Lords approve of the excess on Vote 6, Sub-Head H., and Vote 8, Sub-Head F., amounting to 536 *l.* 18 *s.* 3 *d.*, on account of Police at Home, Naval Establishments, being defrayed, as proposed, from the saving on the General Votes 6 and 8.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(A. A.)

Sir, Admiralty, 15 June 1869.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you a statement showing a comparison of estimate with expenditure for Police at the Home Naval Establishments during the year 1868–69, from which it appears that an excess of 536 *l.* 18 *s.* 3 *d.* has arisen on Vote No. 6, Sub-Head H., and Vote No. 8, Sub-Head F., whilst there is a surplus on Vote No. 7, Sub-Head G.

The excesses are explained by the remarks against each item, and by the letter from the office of Receiver of Metropolitan Police, copy of which is enclosed.

In laying the same before the Lords Commissioners of Her Majesty's Treasury, I am to request that you will move them to authorise the amounts in excess to fall on the general Votes 6 and 8 respectively, which Votes, so far as at present known, will not be exceeded.

I am, &c.

The Secretary to the Treasury. (signed) *W. E. Baxter.*

(A. A.)

Sir, 4, Whitehall-place, 28 May 1869.

I AM directed by the Receiver for the Metropolitan Police District to acknowledge the receipt of your letter of the 6th instant, and to inform you in reply that the excess in the number of men employed at Haslar Hospital over those provided for in the Estimates occurred in order to provide proper supervision at the airing ground given up to the patients generally upon the removal of the lunatics to Yarmouth. Last year, upon the Lords Commissioners of the Admiralty visiting the hospital they requested that one constable should be permanently employed, and in order to prevent the necessity of an augmentation he was detached from the Gun-boat Yard force. I am to add that the police employed in dockyards are always kept within the Estimate, and if a man for the purpose of discipline is removed from one establishment to another temporarily, the one from which he is removed is returned under strength.

I am, &c.

(signed) *T. H. Golden.*

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	(A.) EXPENDITURE, 1868–69.	Abate,— Amount included in Column (A.), on Account of Expenditure for Abyssinian Expedition, defrayed out of the Vote of Credit for the Abyssinian Expedition.	NET ORDINARY NAVAL EXPENDITURE, 1868–69.	ESTIMATE, 1868–69.
VOTE No. 7.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
VICTUALLING YARDS AND TRANSPORT ESTABLISHMENTS AT HOME AND ABROAD:				
A.—Salaries and Allowances, Victualling Yards at Home.	19,259 13 7	- - -	19,259 13 7	19,550 - -
B.—Rents, Rates, Taxes, and Water, Victualling Yards at Home.	1,173 4 2	- - -	1,173 4 2	1,251 - -
C.—Lighting with Gas, Victualling Yards at Home -	594 16 8	- - -	594 16 8	725 - -
D.—Contingencies, Victualling Yards at Home -	652 17 6	- - -	652 17 6	647 - -
E.—Wages to Artificers, &c., Victualling Yards at Home.	36,585 13 1	- - -	36,585 13 1	38,719 - -
F.—Wages, Victualling Yard Hoys, Victualling Yards at Home.	4,952 3 1	- - -	4,952 3 1	5,385 - -
G.—Wages, Police Force, Victualling Yards at Home	4,605 4 1	- - -	4,605 4 1	4,798 - -
H.—Survey Valuation of Stock in the Victualling Yards.	125 8 2	- - -	125 8 2	100 - -
I.—Salaries and Allowances, Victualling Yards Abroad	5,351 8 1	- - -	5,351 8 1	5,373 - -
K.—Rents, Rates, Taxes, and Water, Victualling Yards Abroad.	279 17 7	- - -	279 17 7	276 - -
L.—Lighting with Gas Victualling Yards Abroad -	108 1 9	- - -	108 1 9	150 - -
M.—Contingencies, Victualling Yards Abroad - -	328 13 9	- - -	328 13 9	270 - -
N.—Wages to Artificers, Victualling Yards Abroad	7,472 14 1	- - -	7,472 14 1	8,180 - -
O.—Salaries and Allowances, Transport Establishments	866 16 11	- - -	866 16 11	867 - -
P.—Rents, Rates, Taxes, and Water, Transport Establishments.	258 9 11	- - -	258 9 11	266 - -
Q.—Contingencies, Transport Establishments - -	188 13 10	1 16 9	186 17 1	135 - -
R.—Wages to Artificers, Transport Establishments -	467 9 4	- - -	467 9 4	487 - -
£.	83,271 5 7	1 16 9	83,269 8 10	87,179 - -

Saving - - - £. 3,909 11 2

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.	CAUSES OF VARIATION.
£. s. d.	£. s. d.	
290 6 5	- -	Surplus: caused by removals of Clerks, and the appointment of others at lower rates of salary, and by a vacany for a Foreman of Works at Royal Clarence Victualling Yard not having been filled up.
77 15 10	- -	Surplus: occasioned by the payments for local rates at Deptford and Haulbowline having been less than the amounts estimated and provided for.
130 3 4	- -	Surplus: arising from the expenditure for Gas at the Victualling Yards having been less than the amount provided, a separate Estimate for this service having been made for the first time.
- -	5 17 6	Excess: owing to the Chaplain at Spike Island having been granted a Capitation Allowance in addition to his previously fixed allowance for spiritual services.
2,133 6 11	- -	Surplus: caused principally by the employment of fewer men in the Victualling Establishments at Home than were provided for, the necessities of the service not requiring the full numbers.
432 16 11	- -	Surplus: arising from the reduction in the number of Yard Craftmen at the various Victualling Yards, and from four Hoys, &c., having been laid up at the Royal Victoria and Royal William Yards, as recommended by the Yard Craft Committee of 1868.
192 15 11	- -	Surplus: owing to the number employed at the Royal Victoria Yard having been less than that provided for, and to vacancies at Royal William Yard not having been filled up for a portion of the year.
- -	25 8 2	Excess: arising from the extra attendance of Clerks and others on Survey having been required for a longer period than was anticipated, owing to the accumulation of Stock.
21 11 11	- -	Surplus: this is merely the difference between an estimated and an actual Expenditure.
- -	3 17 7	Excess: this is merely the difference between an estimated and an actual Expenditure.
41 18 3	- -	Surplus: caused by the provision for Gas having been in excess of the requirements, a separate estimate having been made for the first time for this service.
- -	58 13 9	Excess: arising chiefly from the expense of advertising for occasional supplies of Provisions at the Cape of Good Hope, and from the estimate for Contingent Expenses at Esquimalt having proved insufficient.
707 5 11	- -	Surplus: occasioned by the employment of fewer men in the Steam Bakery at Malta, and at other Foreign Establishments, the necessities of the Service not requiring the full numbers.
- 3 1	- -	Surplus: this is merely the difference between an estimated and an actual Expenditure.
7 10 1	- -	Surplus: arising from less having been paid for Lodging Money to the Carpenters borne on board Her Majesty's Ship "Fisgard," for service on shore than was provided for.
- -	51 17 1	Excess: occasioned by increased travelling expenses at Deptford, in connection with Hired Vessels fitting for conveyance of Troops.
19 10 8	- -	Surplus: caused by the reduction of a Hired Labourer for a portion of the year.
4,055 5 3	145 14 1	
£. 3,909 11 2		

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 8. MEDICAL ESTABLISHMENTS AT HOME AND ABROAD:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Salaries and Allowances, Medical Establishments at Home.	14,897 1 5	14,940 - -	42 18 7	- -
B.—Rents, Rates, Taxes, and Water, Medical Establishments at Home.	903 6 3	847 - -	- -	56 6 3
C.—Lighting, with Gas, Medical Establishments at Home.	740 - 10	790 - -	49 19 2	- -
D.—Contingencies, Medical Establishments at Home	1,014 14 8	1,152 - -	137 5 4	- -
E.—Wages, &c., Medical Establishments at Home -	14,618 3 10	16,639 - -	2,020 16 2	- -
F.—Wages, &c., Police Force, Medical Establishments at Home.	2,158 5 9	2,050 - -	- -	*108 5 9
G.—Salaries and Allowances, Medical Establishments Abroad.	9,427 8 6	9,541 - -	113 11 6	- -
H.—Rents, Rates, Taxes, and Water, Medical Establishments Abroad.	75 17 3	40 - -	- -	35 17 3
I.—Lighting with Gas, Medical Establishments Abroad	182 14 7	200 - -	17 5 5	- -
K.—Contingencies, Medical Establishments Abroad -	376 11 2	279 - -	- -	97 11 2
L.—Wages, &c., Medical Establishments Abroad -	4,928 5 11	5,184 - -	255 14 1	- -
Carried forward - - - £.	49,322 10 2	51,662 - -	2,637 10 3	298 - 5

* For Copy of Application

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surplus: arising from the Deaths and Removals of Officers, &c., and the appointment of others at lower rates of Pay.

Excess: occasioned by no Provision having been made for Water at Plymouth, and by the Expenditure for Water at Yarmouth having been greater than anticipated. The Excess thus occasioned has been reduced by the provision for Lodging Money to Clerks, &c. at Haslar not having been fully required. In the Estimates for 1870–71 these Allowances are abolished.

Surplus: arising from the more economical arrangements for the Consumption of Gas at Haslar and Plymouth.

Surplus: owing to the Payments for Carting, Pumping, and keeping the Walks in Repair, and the Postage and other Contingent Expenses at Haslar having been less than the average of previous years, and to the Allowance for the Roman Catholic Priest at Haulbowline not having been paid.

Surplus: caused by there being a Smaller Number of Patients at Haslar in consequence of the absence of the Channel Squadron, and by the Number of Patients at Plymouth being below the average. This Surplus is diminished by an extra number of Labourers, &c. being employed at Haulbowline, two additional Attendants at Yarmouth, and extra Watching, Allowance in lieu of Lodging, Coals, &c. to the Butler.

Excess: owing to the employment at Haslar of a greater number of Constables than was provided for, to ensure proper supervision at the airing ground given up to the Patients on the removal of Lunatic Patients to Yarmouth, sanctioned by Treasury Letter of 23rd June 1869.

Surplus: under this head there is a Surplus of 319 *l.* 15 *s.* 6 *d.*, caused by the appointment of a Deputy Inspector General at Bermuda at a lower rate of Salary than his predecessor, and by Assistant Surgeons being provided for at Hong Kong, but not employed. The Surplus is reduced by an excess of 206 *l.* 4 *s.*, caused by the acting appointments of Officers at Jamaica, and the appointment of an Officer and Senior Clerk at Malta and Cape of Good Hope in lieu of others at lower rates of pay.

Excess: owing to the payment to Officers, &c. at Malta of Lodging Allowance whilst their official residences were under repair, for which no provision was made in the Estimates.

Surplus: this is merely the difference between an estimated and an actual expenditure.

Excess: caused by the expenditure for Washing Linen, Postage, and other Contingent Expenses at Hong Kong having been larger than the average of preceding years, on the expenditure of which the Estimate was based.

Surplus: caused by the number of Nurses and other Servants at several Hospitals being less than was anticipated when the Estimates were prepared.

to Treasury, *see* Page 17.

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE, 1868–69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 8.				
MEDICAL ESTABLISHMENTS, AT HOME AND ABROAD—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	49,322 10 2	51,662 – –	2,637 10 3	298 – 5
M.—Salaries and Allowances, Marine Infirmaries -	6,318 6 10	6,335 – –	16 13 2	- -
N.—Rents, Rates, Taxes, and Water, Marine Infirmaries.	541 19 5	446 – –	- -	95 19 5
O.—Lighting with Gas, Marine Infirmaries - -	307 3 4	385 – –	77 16 8	- -
P.—Contingencies, Marine Infirmaries - - -	285 7 5	298 – –	12 12 7	- -
Q.—Wages, &c., Marine Infirmaries - - -	4,694 9 7	4,851 – –	156 10 5	- -
R.—Wages, &c., Police Force, Marine Infirmaries -	847 5 2	847 – –	- -	– 5 2
£.	62,317 1 11	64,824 – –	2,901 3 1	394 5 –
Saving - - - £. 2,506 18 1			£. 2,506 18 1	
VOTE No. 9.				
MARINE DIVISIONS:				
A.—Salaries and Allowances, Marine Divisions - -	3,345 14 6	3,536 7 6	190 13 –	- -
B.—Rents, Rates, Taxes, Gas, and Water, Marine Divisions.	7,794 4 1	8,227 – –	432 15 11	- -
C.—Lighting the Barracks with Gas, Marine Divisions	3,637 13 3	3,945 – –	307 6 9	- -
D.—Contributions and Grants in Aid, Marine Divisions.	1,676 12 6	1,996 – –	319 7 6	- -
E.—Contingencies, Marine Divisions- - - -	2,912 6 1	3,004 12 6	92 6 5	- -
£.	19,366 10 5	20,709 – –	1,342 9 7	—
Saving - - - £. 1,342 9 7				

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued*.

CAUSES OF VARIATION.

Surplus: owing to fresh Appointments at lower rates of Pay. This surplus is diminished by an excess of 48 *l.* 6 *s.* 9 *d.* caused by appointment of Deputy Inspector General at Woolwich at higher rate of pay than his predecessor.

Excess: caused by the payment of Compensation for loss of Lodging Allowances on breaking up of Woolwich Division, and by the payments for water at Woolwich having been greater than were anticipated when the Estimates were framed.

Surplus: owing to the introduction of better arrangements and economy in the Consumption of Gas.

Surplus: this is merely the difference between an actual and an estimated expenditure, the Estimate having been based on an average expenditure of previous years.

Surplus: owing to the number of nurses and other servants being less than was anticipated when the Estimate was prepared.

Excess: this is merely the difference between an estimated and an actual expenditure.

Surplus: caused by the Retirement of the Barrack Masters at Woolwich and Chatham, and the appointment of others at lower rates of pay; this Saving has, however, been reduced by the payment of Allowances to the Barrack Masters at Fort Cumberland and Plymouth for charge of stores, granted during the year, for which no provision was made in the Estimates.

Surplus: owing to the increased amount provided this year for lodging money to officers, &c., at Chatham and Deal, on the re-organization of the corps, not having been fully required, they having been accommodated with Quarters; and to the amounts due for rates not having been claimed and paid.

Surplus: consequent on the consumption of Gas at the several Divisions, having been less than anticipated when the Estimates were framed.

Surplus: caused by the contribution towards the Maintenance of the Military Police at Chatham and Plymouth not having been claimed by the War Department, and by the Capitation Allowance to Ministers of Religion at the several Divisions having been less than usual.

Surplus: this is merely the difference between an actual expenditure, and an estimate which was based on previous year's expenditure.

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	(A.) EXPENDITURE, 1868-69.	Abate,— Amount included in Column (A.), on Account of Expenditure for Abyssinian Expedition.	NET ORDINARY NAVAL EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.
VOTE No. 10. SECTION I.—NAVAL STORES, &c.:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Timber, Masts, Deals, &c. - - - -	82,019 11 1	- - -	82,019 11 1	78,731 - -
B.—Metals and Metal Articles - - - -	162,124 7 6	- - -	162,124 7 6	166,585 - -
C.—Iron Armour Plates, Iron Beams, and Iron Masts.	70,088 9 4	- - -	70,088 9 4	103,800 - -
D.—Hemp, Canvas, Hammocks, &c. - - -	111,524 14 -	- - -	111,524 14 -	102,875 - -
E.—Paint Materials, Oil, Pitch, Tar, Tallow, and other Miscellaneous Articles.	199,877 15 1	463 3 11	199,414 11 2	184,563 - -
F.—Coals and other Fuel for Steam Vessels and Dockyard purposes.	274,824 16 3	16,516 7 6	258,308 8 9	225,354 - -
G.—Local Purchases of Stores at Coast Guard Stations.	5,846 13 11	- - -	5,846 13 11	5,000 - -
H.—Freight and sundry Expenses connected with Naval Stores.	27,126 10 7	41 17 -	27,084 13 7	20,000 - -
I.—Estimated value of Issues on account of other Departments of Government, &c.	9,819 19 3	- - -	9,819 19 3	6,000 - -
£.	943,252 17 -	17,021 8 5	926,231 8 7	892,908 - -

Deficiency - - - £. 33,323 8 7

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.	CAUSES OF VARIATION.
£. s. d.	£. s. d.	
- -	3,288 11 1	Excess: arising from the importation of larger supplies of Canada Fir Timber than was anticipated.
4,460 12 6	- -	Saving: arising from the full provision made for the supply of Chain Cables and Mooring Gear, not having been required.
33,711 10 8	- -	Saving: arising from the failure of Contractors to supply the Armour Plates within the period fixed for delivery.
- -	8,649 14 -	Excess: arising from the necessity for increased supplies of Canvas.
- -	14,851 11 2	Excess: arising from the necessity for the purchase of Pumps and Gear for Ships building and from larger purchases on Foreign Stations, than were estimated for.
- -	32,954 8 9	Excess: 17,500 *l.* of this excess is attributable to the fact that a portion of the Coals sent out in the latter part of the Year 1867–68, to the Cape of Good Hope, for Transport Service connected with the Abyssinian Expedition, not having been used for that service, constituted one unprovided charge against the Naval Store Vote. The remainder of the excess arises from the necessity for larger purchases on Foreign Stations than were anticipated at the time the Estimates were prepared.
- -	846 13 11	Excess: arising from the amount provided having been insufficient to meet the requirements of the Service.
- -	7,084 13 7	Excess: arising from greater expenses having been incurred on Foreign Stations than anticipated, the Estimate being based on Payments made in previous years.
- -	3,819 19 3	Excess: the Estimate was based on the Average Amount of supplies in previous years.
38,172 3 2	71,495 11 9	
£. 33,323 8 7		

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
Vote No. 10—*continued.*				
SECTION II.—STEAM MACHINERY AND SHIPS BUILT BY CONTRACT:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Steam Machinery for Her Majesty's Ships and Vessels.	350,404 14 8	350,500 – –	95 5 4	– –
B.—Ship to be built on the design of Captain Coles	100,878 13 2	95,000 – –	– –	5,878 13 2
C.—Iron Armour-plated Ships, Iron Ships, and Gunboats.	469,846 14 2	435,000 – –	– –	*34,846 14 2
D.—New Iron Armour-plated Ships - - -	69,944 1 4	150,000 – –	80,055 18 8	– –
E.—Experimental Purposes - - - - -	9,528 11 3	12,000 – –	2,471 8 9	– –
F.—Purchase of Dockyard Tugs - - - -	9,228 5 –	– – –	– –	*9,228 5 –
G.—Building and repairing Coast Guard Tenders -	19,515 3 2	12,000 – –	– –	7,515 3 2
H.—Repairs of Ships at other than Her Majesty's Yards.	28,796 3 11	36,000 – –	7,203 16 1	– –
I.—Subsistence and Travelling Expenses of Dockyard Officers and others superintending Ships building by Contract.	2,432 14 –	2,000 – –	– –	432 14 –
£.	1,060,575 – 8	1,092,500 – –	89,826 8 10	57,901 9 6
Saving - - -	£. 31,924 19 4		£. 31,924 19 4	

* Copies of applications made to the Treasury, and Treasury replies, appended, pp. 28 and 29.

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surplus: this is merely the difference between an estimated and an actual Expenditure.

Excess: arising from the amount which, when the Estimates for 1868-69 were framed, it was anticipated would have been earned by the Contractors in 1867-68, not having been so earned, thereby causing a larger share to fall upon the succeeding year.

Excess: arising from more work having been performed upon some of the Ships than was expected when the Estimates were framed, and from payments having been made to the builders of the "Agincourt," "Minotaur," and "Valiant," amounting in the aggregate to 18,000 *l.*, in discharge of their claims for extra works. The sanction of the Treasury was given for 15,300 *l.* of this excess by Letter of 9th March 1869.

Surplus: arising from less work having been performed upon the Ships than had been anticipated when the Estimates were framed, the late period of the Session at which the Vote was taken having prevented the Contracts being entered into so soon as originally contemplated.

Surplus: arising from the experiments having been fewer in number and of a less costly character than had been anticipated.

Excess: owing to the balances on the "Manly" and "Grinder" having to be paid, which, when the Estimates for 1868-69 were framed, it was thought would have been paid in 1867-68; and to the building of the "Despatch" not contemplated when the Estimates for 1868-69 were framed. The sanction of the Treasury was obtained to 7,587 *l.* 15 *s.* of this Expenditure by Letter of 9th November 1868.

Excess: arising from insufficient provision having been made for the Stores required for Coast Cruisers.

Surplus: the Estimate for this Service can only be based on the average expenditure of previous years. The saving appears to have arisen from the reduction in the number of Ships on Foreign Stations.

Excess: the Estimate for this Service is based upon the actual Expenditure in past years, and from the various grades of men employed, and from the uncertainty which must exist as to the length of time during which their services may be needed, is necessarily only approximate.

(B.)

Sir, Admiralty, 4 March 1869.

WITH reference to your letter of the 10th December last, expressing the desire of the Lords Commissioners of Her Majesty's Treasury, that their sanction should be obtained for defraying the excesses under one sub-head of a Vote out of the savings under another sub-head of the same Vote, I am commanded by my Lords Commissioners of the Admiralty, to request that you will obtain the sanction of the Lords Commissioners of Her Majesty's Treasury, for applying a portion of the savings under the Sub-head D. of Vote 10, Section II., to cover the excesses anticipated on the Sub-heads B. and C. of the same section of the Vote. Under Sub-head B. an excess of about 10,300 *l.* is anticipated, rather less work having been done in 1867–68, and rather more work having been done in 1868–69 on the "Captain" than was anticipated, when the estimates were framed. Under Sub-head C. an excess of about 5,000 *l.* is anticipated, being the difference between an estimated and an actual expenditure of 435,000 *l.*

On Sub-head D. there will be a large saving, as owing to various circumstances the designs of the new ships were not settled, and contracts entered into until a late period of the year.

The exact amount of this surplus cannot be precisely stated at present, but after defraying the excesses on Sub-heads B. and C. out of the anticipated amount, there will probably remain a saving of about 60,000 *l.*

My Lords will be glad to receive the concurrence of the Lords of the Treasury to this arrangement as soon as possible.

I am, &c.

The Secretary of the Treasury. (signed) *W. E. Baxter.*

(B.)

Sir, Treasury Chambers, 9 March 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury, to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 4th instant, that my Lords approve of the temporary appropriation of 15,300 *l.*, from the anticipated saving on Sub-head D. of Vote 10, Section II., to cover the excesses expected of 10,300 *l.* on Sub-head B., and of 5,000 *l.* on Sub-head C. of the same Vote, as proposed by the Board of Admiralty.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(C.)

Sir, Admiralty, 6 March 1869.

THE Thames Shipbuilding Company has preferred claims against the Admiralty, amounting to about 35,000 *l.*, beyond the sums actually paid to them for building the "Minotaur" and "Valiant."

The legal proceedings taken by the Company in the case of the "Valiant," ended in a judgment by the Court of Queen's Bench in favour of the Admiralty, mainly upon the grounds that the Company had accepted the arbitration of the Controller of the Navy on the matters in dispute, though they were not bound to do so.

The Company, however, have not accepted the Controller of the Navy as an arbitrator in the case of the "Minotaur," and from what passed, it is not improbable that the judgment of the Controller "that nothing further was due to the contractors," for the "Minotaur" would not be sustained. Should that prove to be the case, my Lords Commissioners of the Admiralty, are of opinion that a moral claim to some further allowance for the "Valiant," might be put forward and be difficult to resist.

My Lords with a view to put an end to all further litigation, entered into negotiations with the Thames Company, who are now satisfied to accept a present payment of 11,500 *l.*, as a settlement of all equitable and legal claims and demands arising out of the construction of the "Minotaur" and "Valiant."

Similar difficulties have arisen in settling the accounts of Messrs. Laird for the construction of the "Agincourt." The firm originally claimed 13,920 *l.*, they have, however, agreed to take 6,500 *l.* in full and complete satisfaction of all their demands and claims on this account; and to grant this concession, appears to be the best course under the circumstances, as claims amounting to 47,878 *l.* will be settled for 18,000 *l.*

My Lords are satisfied that this arrangement will be the best for the interests of the Crown, and they request the concurrence of the Lords Commissioners of Her Majesty's Treasury, in carrying it out and for their approval, that the amount may be charged to the aggregate of Vote 10, Section II., on which a considerable surplus is expected.

I am, &c.

The Secretary to the Treasury. (signed) *W. E. Baxter.*

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under each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

(C.)

Sir, Treasury Chambers, 10 March 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury, to state, for the information of the Lords Commissioners of the Admiralty with reference to your letter (S.), of the 6th instant, that my Lords approve of the payment of the sum of 11,500 *l.* to the Thames Shipbuilding Company, in full satisfaction of any claims arising from the building the "Valiant" and "Minotaur," and on the same terms of the sum of 6,500 *l.* in respect of the building of the "Agincourt," the expense to be charged, as recommended in your letter, to the anticipated savings on Vote 10, Part II., 1868-69.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(D.)

Sir, Admiralty, 19 October 1868.

A STEAM tank vessel being urgently required for the service at Devonport, in connexion with the Royal William Victualling Yard, it appeared to my Lords Commissioners of the Admiralty, most desirable to avail themselves of an offer of the parties who had built and equipped a vessel of this nature for service at Portsmouth, to provide a second one similar in all respects for Devonport. The vessel with her engines and fittings complete will cost 7,587 *l.* 15 *s.* No special provision was made in the Estimates of the current year for an iron vessel of this description; but as the amount voted for iron-clads and gun-boats will be in excess of the payments which will become due in the present financial year, my Lords propose, with the concurrence of the Lords Commissioners of the Treasury, to defray the cost of the tank vessel from this head, of vessels building by contract.

I am, &c.

The Secretary to the Treasury. (signed) *John Henry Briggs.*

(D.)

Sir, Treasury Chambers, 24 October 1868.

THE Lords Commissioners of Her Majesty's Treasury, have had before them your letter of October 19th, requesting the sanction of this Board to an expenditure of 7,587 *l.* 15 *s.*, in providing a steam tank vessel for service at Devonport, in connection with the Royal William Victualling Yard, for which no provision has been made in the Estimates of the current year, and proposing to defray the cost from the surplus expected on the Vote for iron-clads and gun-boats building by contract.

I am to state for the information of the Lords Commissioners of the Admiralty, that this being a new Service, my Lords are not prepared to sanction the expense being incurred at present.

I am, &c.

The Secretary to the Admiralty. (signed) *Geo. A. Hamilton.*

(D.)

Sir, Admiralty, 30 October 1868.

WITH reference to your letter of the 24th instant (No. 15,730, 1868), I am commanded by my Lords Commissioners of the Admiralty, to request you will state to the Lords of the Treasury, that the small steam vessel referred to in my letter of the 19th instant, was urgently required for harbour service at Devonport, and was ordered in May last, to be built and equipped immediately, to carry out an economical arrangement by which the vessel was to take the place of several sailing vessels that were no longer serviceable, and the object of my letter referred to, was to request the concurrence of the Treasury to charge the expense of the vessel to the head under Vote 10, for gun vessels, whereon a sufficient amount would remain in hand to meet this expenditure, the necessity for which was not contemplated at the time the Estimates were framed.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(D.)

Sir, Treasury Chambers, 9 November 1868.

I AM directed by the Lords Commissioners of Her Majesty's Treasury, to request that you will inform the Lords Commissioners of the Admiralty, with reference to your letter of the 30th ultimo, that, as under the circumstances stated therein, there would appear to be no alternative left to this Board as to sanctioning this expenditure, my Lords approve of the temporary appropriation of the cost of the tank vessel at Devonport, viz. 7,587 *l.* 15 *s.* out of savings to be effected on Vote 10, 1868-69.

I am, &c.

The Secretary to the Admiralty. (signed) *Geo. A. Hamilton.*

Explanatory Statement of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c.:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—New Works, Deptford - - - - -	1,673 9 1	3,895 - -	2,221 10 11	—
B.—New Works, Woolwich - - - - -	7,870 1 4	8,982 - -	1,111 18 8	—
Carried forward - - - £.	9,543 10 5	12,877 - -	3,333 9 7	—

ach of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£. s. d.	
Surpluses arising on the following Works:		
Foundations for Machinery - - - -	190 - -	By deferring Services not essentially necessary in prospect of the closing of this Establishment.
Repairs and Maintenance - - - -	1,301 16 8	
Surplus on Works - - - £.	1,491 16 8	
Add—		
Surplus on New Machinery - - - -	445 - -	The Plate Bending Machine and Lever Testing Machine, for which provision was made, were not supplied in consequence of the decision to close the Yard.
Surplus on Repairs to Plant, &c. - - -	284 14 3	Only such expenses as were absolutely necessary were incurred after the order to close the Yard.
Net Surplus - - - £.	2,221 10 11	
Surpluses arising on the following Services:		
Foundations for Machinery - - - -	21 11 6	
Other Works under 500 *l.* each - - -	464 10 8	By deferring Services not essentially required in prospect of the closing of this Establishment.
Repairs and Maintenance - - - -	169 3 1	
Surplus on Works - - - £.	655 5 3	
Add—		
Surplus on the following Item:		
Repairs to Plant and Machinery - (£. s. d. 809 6 2)	-	No repairs were done beyond those absolutely necessary to keep the machinery going, in view of the closing of the Yard.
Reduced by an Excess on:		
New Machinery - - - (352 12 9)	-	Caused by the appropriation of a New Plate Bending Machine returned from Ascension.
	456 13 5	
Net Surplus - - - £.	1,111 18 8	

Explanatory Statement of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c.—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	9,543 10 5	12,877 - -	3,333 9 7	—
C.—New Works, &c, Chatham - - - - -	248,720 3 5	229,705 - -	- -	* 19,015 3 5
Carried forward - - - - £.	258,263 13 10	242,582 - -	3,333 9 7	19,015 3 5

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£. s. d.	£. s. d.	
Excesses incurred on the following Items:			
Extension of the Yard		19,052 – –	Authorised by Treasury Letter, dated 22 February 1869, in consequence of greater progress having been made in the Contract Work than was estimated.
New Caisson for Dock No. 4		1,208 – –	Authorised by Treasury Letter, 31 December 1867, but not expended in 1867–68 owing to delay by Contractors.
Other Works under 500 *l.* each		757 – –	Due to executing several small unforeseen works, the Excess being met out of Contingencies.
Repairs and Maintenance		497 – –	Caused by large repairs to buildings done by heavy gales, also other unforeseen services ordered to be met out of Contingencies.
Repairs consequent upon Explosion at the Steam-Hammer Shop.		1,912 – –	Authorised by Treasury Letter, 4 August 1868, to carry out the repairs to a greater extent than was at first anticipated.
Clearing Harbour of Mud		150 – –	Unforeseen necessary services ordered to be executed and met out of Contingencies.
Dredging berth for H.M.S. "Monarch"		560 – –	
		24,136 – –	
Reduced by Surplus on—			
Roof over Dock No. 2, and Angle-Iron Smithery.		1,474 – –	Saved by an alteration in the original design.
		22,662 – –	
The difference remaining as Surplus		40 19 9	Small variations on several services; 10 *l.* 19 *s.* was authorised by Treasury Letter of 20 February 1869 for breaking up the Iron Caisson of Dock No. 3; the value of the Material returned into store resulted in a net credit of 30 *l.* – *s.* 3 *d.* over the amount authorised.
Excess on Works £.		22,621 – 3	
Abate Surpluses on the following Items:			
	£. s. d.		
New Machinery	461 13 2	– –	Caused by the difference between the estimated and actual Cost of the Machines; and by the amounts provided for the erection of two Steam Wharf Cranes, and for the shafting and gearing of the Fresh Water Pumps at the Lead Mills not being expended.
Repairs to Plant and Machinery	3,244 3 8	– –	Owing to the great pressure caused by the extra work on the "Hercules" and "Monarch," several repairs to Machinery which had been provided for were not executed, as the Machines could not be spared for the purpose.
	3,705 16 10		
Reduced by the following Excess:			
New Machinery	100 – –	– –	Balance on Bolt-making Machine supplied in 1867–8, which was not provided for in 1868–9.
		3,605 16 10	
Net Excess £.		19,015 3 5	

* Copies of Applications made to Treasury, and Treasury Replies, appended (*see* page 64).

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 11. NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c.—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	258,263 13 10	242,582 - -	3,333 9 7	19,015 3 5
D.—New Works, &c., Sheerness - - - -	7,983 4 11	7,951 - -	- -	*32 4 11
Carried forward - - - £.	266,246 18 9	250,533 - -	3,333 9 7	19,047 8 4

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£. s. d.	£. s. d.	
Excesses incurred on—			
New Iron Caisson at Dock No. 5 - - -		1,079 - -	Authorised by Treasury Letter, 22 February 1869, to complete the work.
Reduced by the following Surpluses:			
Other Works under 500 *l.* each -	392 - -	- - -	Savings effected on two of the Items taken under this Head.
Repairs and Maintenance - -	132 - -	- - -	The Casualties were less than anticipated.
		524 - -	
		555 - -	
The difference remaining as Surplus - - -		14 12 3	Small variations on other Items.
Excess on Works - - - £.		540 7 9	
Add—Excess on the following Item:			
New Machinery - - - - - - -		11 7 -	Caused by the difference between the Estimated and Actual Cost of New Machines.
		551 14 9	
Reduced by the following Surplus:			
Repairs to Plant and Machinery - - -		519 9 10	The Boilers and Plant were not so extensively Repaired as was anticipated, in consequence of the large amount of Work done on Ships' Fittings, rendering it impossible to complete the Work intended on the Yard Machinery.
Net Excess - - - £.		32 4 11	

* Copy of Application made to Treasury, and Treasury Reply, appended (*see* page 64).

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c.—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	266,246 18 9	250,533 - -	3,333 9 7	19,047 8 4
E.—New Works, &c., Portsmouth - - - - -	179,499 10 1	279,858 - -	100,358 9 11	- - -
Carried forward - - - £.	445,746 8 10	530,391 - -	103,691 19 6	19,047 8 4

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£.	s.	d.	
Surpluses arising on the following Items, viz.:				
Extension of the Yard	94,729	–	–	The temporary Dam over the whole area of these Works being incomplete, the Contractors were not paid the sums expected to be advanced to them for permanent Works during the Year.
Workshops for Repairs of Iron Ships, and Engine and Boiler House in connection with ditto	2,470	–	–	Saving on Estimate.
Dredging and removing Mud from Harbour	5,925	–	–	Executed as required by the Harbour Master.
Foundations for Machinery	1,762	–	–	The Foundations for some of the Machines provided could not be executed within the Year.
£.	104,886	–	–	
Reduced by Excesses incurred on the following Services:				
	£.			
Repairs and Maintenance	2,638	-	-	Caused by extensive Repairs to Caissons to the Docks, Painting Roofs to Slips, and other unforeseen Works directed to be met out of Contingencies.
Extending Trinity Pier, East Cowes	1,329	-	-	Authorised by Treasury Letter, 26 September 1867.
Extension of Paint Store over Camber	100	-	-	Payment of Balance reserved from 1867–68.
Jetties at Stern of Slips	751	-	-	Authorised by Treasury Letters, 14 September 1867, and 7 November 1867, not completed in the previous Year.
		4,818	– –	
£.		100,068	– –	
The difference remaining as Excess		41	2 5	Small Variations on other Items.
Surplus on Works £.		100,026	17 7	
Add—Surplus on	£. s. d.			
Repairs to Plant and Machinery	455 19 7	-	-	Cranes, Capstans, &c., did not require so much Repair as was anticipated.
Reduced by an Excess upon—				
New Machinery	124 7 3	-	-	Caused by the difference between the estimated and actual Cost of New Machines.
		331	12 4	
Net Surplus £.		100,358	9 11	

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868–69.	ESTIMATE, 1868-69.	EXPENDITURE,	
			Less than Estimate.	More than Estimate.
VOTE No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c.—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	445,746 8 10	530,391 – –	103,691 19 6	19,047 8 4
F.—New Works, &c., Devonport - - - -	14,509 9 6	15,304 – –	794 10 6	—
Carried forward - - - £.	460,255 18 4	545,695 – –	104,486 10 –	19,047 8 4

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surpluses arising on the following Works:		£. s. d.	
Ballast Pond near Torpoint - - - -		124 – –	A Saving on the Estimate.
Foundations for Machinery - - - -		854 – –	Saving effected by an Alteration in the Foundations of Crane.
		978 – –	
Reduced by Excesses incurred on the following Items:			
	£. s. d.		
Other Works under 500 *l.* each	175 – –	- -	Caused by making Improvements in Gas Mains to economise Consumption, and other necessary Services, the Excess met out of Contingencies.
Repairs and Maintenance - -	150 – –	- -	Due to Repairs to Official Residences on change of Occupants, and other unforeseen Services; directed to be met out of Contingencies.
		325 – –	
		653 – –	
The difference remaining as Excess - - -		81 16 6	Variations occurring on several Items.
Surplus on Works - - - £.		571 3 6	
Add—Surpluses on the following Items, viz.:			
	£. s. d.		
New Machinery - - -	155 1 9	- -	Caused by the difference between the estimated and actual Cost of new Machines, and by the Cost of new Machinery made in the Yard being less than was anticipated.
Repairs to Plant and Machinery	68 5 3	- -	The Repairs to Machinery cost less than was anticipated.
		223 7 –	
Net Surplus - - - £.		794 10 6	

Explanatory Statement of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE,	
			Less than Estimate.	More than Estimate.
VOTE No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c.—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	460,255 18 4	545,695 - -	104,486 10 -	19,047 8 4
G.—New Works, &c., Keyham - - - - -	34,011 1 3	22,300 - -	- -	*11,711 1 3
Carried forward - - - £.	494,266 19 7	567,995 - -	104,486 10 -	30,758 9 7

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£. s. d.	
Excesses incurred on the following Services:		
Other Works, under 500 *l.* each - - -	497 – –	For additional Bollards, North Basin, purchase of Contractors temporary Jetty, and other unforeseen Services, met out of Contingencies.
Repairs and Maintenance - - - - -	339 – –	For forming an entrance into Yard for Factory Workmen, and extensive repairs to Caissons, directed to be met out of Contingencies.
Constructing Basins, Docks, and Factory -	6,519 – –	Authorised by Treasury Letter, 29 December 1868, to cover amount of Award to Contractors by Arbitration.
Building Foundations, &c., for additional Pumping Power for South Basin - -	4,774 – –	Authorised by Treasury Letter, 16 April 1869, to provide Accommodation for the Iron-clad Ships.
	12,129 – –	
Reduced by Surplus on Dredging in front of Entrance to the North Basin - - -	781 – –	This work incomplete; re-voted in 1869–70.
	11,348 – –	
The difference remaining as Surplus - -	90 – 10	Variations occurring on other Services.
Excess on Works - - - £.	11,257 19 2	
Add—Excesses on the following Items:		
	£. s. d.	
New Machinery - - -	86 9 5	Caused by the difference between the estimated and actual Cost of New Machines, and by the alteration to No. 1 Lathe costing more than was anticipated.
Repairs to Plant and Machinery	366 12 8	Owing to the Machinery generally, including Engines, Boilers, Cranes, Travellers, &c., costing more to repair than was anticipated. 700 *l.* authorised by Treasury Letter, 9 March 1869, to meet Excess.
	453 2 1	
Net Excess - - - £.	11,711 1 3	

* Copies of Application made to Treasury, and Treasury Replies, appended (*see* page 69).

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868–69.	ESTIMATE, 1868–69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c.—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	494,266 19 7	567,995 – –	104,486 10 –	30,758 9 7
H.—New Works, &c., Plymouth Sound - - -	7,489 19 –	6,000 – –	- -	1,489 19 –
I.—New Works, &c., Pembroke - - - - -	11,780 1 11	11,693 – –	- -	87 1 11
Carried forward - - - £.	513,537 – 6	585,688 – –	104,486 10 –	32,335 10 6

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£. s. d.	£. s. d.	
Excess, caused by restoring Damage done by heavy Gales in April, September, and December 1868, and by the payment of Balance for a Lighter to convey Stone from Quarries.			
Excesses, incurred on the following Items:			
Foundations for Machinery - - - -		315 7 9	Caused by additional work necessary to fix the Machinery, met out of the saving effected on Repairs and Maintenance.
Other Works under 500 *l.* each - - -		82 10 3	Due to increasing height of Furnace Shed, and other necessary services unforeseen, the excess met out of Contingencies.
		397 18 –	
Reduced by Surplus on—			
Repairs and Maintenance - - - -		365 14 –	By savings effected to meet excess on Foundations for Machinery.
Excess on Works - - - £.		32 4 –	
Add—Excesses on the following Items:			
	£. s. d.		
New Machinery - - -	51 19 4	- -	Caused by the difference between the estimated and actual cost of new machines.
Repairs to Plant and Machinery	2 18 7	- -	Fractional difference.
		54 17 11	
Net Excess - - - £.		87 1 11	

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, unde

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c.—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s.
Brought forward - - -	513,537 - 6	585,688 - -	104,486 10 -	32,335 10
K.—New Works, Haulbowline, Hobb's Point, &c. -	38,158 6 4	23,780 - -	- -	*14,378 6
L.—New Works, &c., Victualling Establishments at Home - - - - - - - - -	7,331 5 8	6,700 - -	- -	*631 5
Carried forward - - - £.	559,026 12 6	616,168 - -	104,486 10 -	47,345 2

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION

	£. s. d.	£. s. d.	
Excess arising on the following Item:			
Haulbowline: Extension of the Yard - -		14,778 – –	Authorised by Treasury Letters, dated 22nd February and 13th March 1869; more rapid progress having been made with the works than was anticipated, and two Caissons temporarily used in testing the Bermuda Dock, being appropriated to these works.
Reduced by Surpluses arising on the following Services:			
Portland: Coaling Jetties -	300 – –	- -	Not completed.
Lewes Prison: Repairs and Maintenance - - -	96 – –	- -	Less repairs required than Estimated.
		396 – –	
		14,382 – –	
The difference remaining as Surplus - - -		3 13 8	Small variations on several Items.
Excess on Works - - - £.		14,378 6 4	
Excess arising on the following Item:			
Royal William: Repairs to Admiralty Water Pipes - - - - - - - -		1,659 – –	Authorised by Treasury Letter, 18th July 1868, the repairs being of an urgent character.
Reduced by Surpluses on the following Services:			
Royal Victoria: Repairs and Maintenance - - -	106 – –		
Royal Clarence: Repairs and Maintenance - - -	76 – –	- -	The casualties being less than Estimated.
Royal William: Repairs and Maintenance - - -	81 – –		
		263 – –	
		1,396 – –	
The difference remaining as Surplus - - -		1 12 9	Variations on the remainder of the Items.
Excess on Works - - - £.		1,394 7 3	
Reduced by the following Net Surplus, viz.:			
Royal Clarence: Repairs to Plant, &c. - - - -	796 18 8	- -	It was intended to have replaced the Boilers of the 40 horse-power Engine with new, but this work was not taken in hand, and in the meantime the pressure on the old Boilers was reduced.
Royal William: Repairs to Plant, &c. - - - -	430 18 3	- -	Provision was made for new Condensers and Air Pumps, but the old ones, when examined, were found to require repair only.
	1,227 16 11		
Less, Excesses at Royal Victoria Yard, viz.:			
Repairs to Plant, &c. - - -	106 6 11	- -	The purchase of Stores for the repairs of Machinery was greater than was anticipated.
New Machinery -	358 8 5	- -	Caused by the purchase of a Mill for Grinding Chocolate, and an Aspirator, for which no provision was made; also, by an expenditure on the Engines and Boilers made at Portsmouth for the Steam Cooperage.
	464 15 4		
		763 1 7	
Net Excess - - - £.		631 5 8	

* Copies of Applications made to Treasury, and Treasury Replies appended (*see* pages 64 and 71).

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE,	
			Less than Estimate.	More than Estimate.
VOTE No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c.—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	559,026 12 6	616,168 - -	104,486 10 -	47,345 2 6
M.—New Works, &c., Medical Establishments at Home - - - - - - - -	7,941 16 9	7,050 - -	- -	891 16 9
N.—New Works, &c., Marine Barracks - - -	33,385 12 -	23,640 - -	- -	*9,745 12 -
Carried forward - - - £.	600,354 1 3	646,858 - -	104,486 10 -	57,982 11 3

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£. s. d.	
Excesses incurred on the following Services:		
Haslar Hospital:		
Repairs and maintenance - - - - -	387 – –	Owing to extensive repairs to Breakwater damaged by gale; the Excess met out of contingencies.
Repairing Damages done to Breakwater by gales in January 1869 - - - - -	93 – –	Due to providing Materials for work included in Estimates for next year (1869-70), in order to expedite this necessary service.
Plymouth Hospital:		
Repairs and maintenance - - - - -	80 – –	Caused by cleaning and painting Sick Quarters, and other Services; met out of Contingencies.
	560 – –	
The difference remaining as Surplus - - -	11 13 8	Small variations occurring on other items.
Excess on Works - - - £.	548 6 4	
Add—Excess on following Item:		
Haslar Hospital: Repairs to Plant and Machinery	343 10 5	It was found necessary to provide new boilers for the wash-house earlier than was anticipated.
£.	891 16 9	
Excesses incurred on the following Items:		
Chatham: Constructing additional Barrack Accommodation - - - - - - - -	1,993 – –	Authorised by Treasury Letter, 9th January 1869, to meet claims for compensation by Contractors on account of increased prices of labour and material.
Forton:		
Filling up the Mill Pond - - - - -	2,000 – –	Approved by Treasury Letter, 17th February 1869; the Estimate having proved insufficient, owing to the deceptive character of the work.
Other Works under 500 *l.* each - - - -	94 – –	By fittings to Gun Drill Battery, the Excess being met out of Contingencies.
Eastney:		
Schools and Residences - - - - -	135 – –	This is a continuous Service, the payments this year being in Excess of the sum allowed.
Forming Parade, Boundary Walls, &c. - -	8,660 – –	Authorised by Treasury Letter, 18th January 1869, as final payment to Contractors for Works not contemplated in the original Estimate.
Plymouth: Constructing Additional Barrack Accommodation - - - - - - - -	1,070 – –	The Excess sanctioned by Treasury Letter, 16th March 1869, to cover small Items for completion by Marine labour.
Carried forward - - - £.	13,952 – –	

* Copies of Applications made to Treasury, and Treasury Replies, appended (*see* pages 65, 66, 67, and 70).

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c.—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	600,354 1 3	646,858 - -	104,486 10 -	57,982 11 3
N.—New Works, &c., Marine Barracks—*continued.*				
Carried forward - - - £.	600,354 1 3	646,858 - -	104,486 10 -	57,982 11 3

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£. s. d.	£. s. d.	
Brought forward - - -		13,952 – –	
Excesses incurred on the following Items—*cont^d.*			
Deal:			
School Room and Quartermaster's Stores -		105 – –	By payment to Contractor for services not completed in 1867–68.
Other Works under 500 *l.* each - - -		261 – –	Due to Payments for Service deferred last year, and by the execution of additional unforeseen Services, directed to be met out of Contingencies.
	£.	14,318 – –	
Reduced by Surpluses arising on the following Services:			
Woolwich:			
Quarters for 100 Married Marines - - - - -	3,000 – –	- -	This Work postponed owing to closing these Barracks next year.
Repairs and Maintenance -	133 – –	- -	Work deferred.
Chatham: Boundary Walls and New Entrances - - -	804 – –	- -	Saved by an alteration in the original plan.
Forton: Repairs and Maintenance - - - - - -	193 – –	- -	The casualties were less than estimated.
Plymouth:			
Schools and Residences - -	147 – –	- -	In progress by Marine labour.
Repairs and Maintenance -	186 – –	- -	The casualties were less than estimated.
Mill Bay: Repairs and Maintenance - - - - - -	106 – –	- -	
Deal: Repairs and Maintenance -	148 – –	- -	
		4,717 – –	
		9,601 – –	
The Difference remaining as Excess - - -		150 8 –	Small variations occurring on the several Items.
Excess on Works - - - £.		9,751 8 –	
Reduced by the following Surplus, viz.:			
Forton: Repairs to Plant and Machinery - -		5 16 –	Fractional difference.
Net Excess - - - £.		9,745 12 –	

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c.—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	600,354 1 3	646,858 - -	104,486 10 -	57,982 11 3
O.—New Works, &c., Marine Infirmaries - -	1,305 5 5	1,460 - -	154 14 7	- -
P.—New Works, &c., Coast Guard - - -	20,408 5 3	20,000 - -	- -	408 5 3
Q.—New Works, &c., Admiralty, Whitehall, and Somerset House - - - - - -	18,185 16 5	6,000 - -	- -	*12,185 16 5
Carried forward - - - £.	640,253 8 4	674,318 - -	104,641 4 7	70,576 12 11

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£. s. d.	
Surplus incurred on the following Item:		
Chatham: Repairs and Maintenance - - -	160 1 8	The casualties were less than estimated.
Reduced by the following Excess:		
Woolwich: Repairs and Maintenance - -	5 7 1	Due to the casualties exceeding the provision, met out of Contingencies.
Surplus on Works - - - £.	154 14 7	
Excess incurred on—		
Repairs and Maintenance - - - - -	752 13 8	Caused by the expenditure upon Repairs to Stations on the Coast, rendered absolutely necessary from the very exposed position of the houses.
Reduced by Surplus on—		
Purchase and Erection of Buildings - -	344 8 5	By Works, estimated to be finished, not being completed in time for payment during the financial year.
Excess - - - £.	408 5 3	
Excess incurred on the following Items:		
General Repairs and Alterations to the Public Offices, &c. - - - - - - - - -	3,090 12 9	Authorised by Treasury Letter, 11th February 1869, to concentrate Admiralty Departments.
Purchases of Leases of Nos. 2 and 3, Spring Garden Terrace - - - - - -	11 19 3	Approved by Treasury Letter, 23rd December 1867, to concentrate Admiralty Departments.
Purchase of Lease of No. 14, New-street, Spring Gardens - - - - - -	7,790 – –	Sanctioned by Treasury Letter, 21st July 1868.
Additional Office Accommodation for Controller of the Navy - - - - - -	1,293 4 5	Authorised by Treasury Letter, 22nd July 1868.
Excess - - - £.	12,185 16 5	

* Copies of Applications made to Treasury, and Treasury Replies, appended (*see* pages 74 and 75).

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE, No. 11.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c. —*continued.*				
Brought forward - - -	640,253 8 4	674,318 – –	104,641 4 7	70,576 12 11
R.—New Works, &c., Naval Establishments Abroad -	149,816 5 6	111,069 – –	- -	*38,747 5 6
Carried forward - - - £.	790,069 13 10	785,387 – –	104,641 4 7	109,323 18 5

* Copies of applications made to the Treasury, and

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£. s. d.	
Excesses incurred on the following Services:		
Malta:		
For the Construction of a Dock - - -	16,874 – –	Caused by advancing the Work beyond that contemplated, in order to enable the Dock to be opened earlier. 14,000 *l.* approved by Treasury Letter, 22nd February 1869.
Dredging and Extending the Great Harbour -	19,726 – –	Sanctioned by Treasury, 9th February 1869; Compensation to Contractor for Loss on Contract, arising from local obstructions met with in carrying on the Works.
Bermuda:		
Foundations for Machinery - - - -	612 – –	By completing Foundations for Saw Mills, Machinery, &c., not provided for.
Repairs and Maintenance - - - -	391 – –	Due to Additional Works, Commander in Chief's house, and other Special Services; met out of Contingencies.
Ascension:		
Repairs and Maintenance - - - -	154 – –	By several Services, unforeseen; the Excess is met out of Contingencies.
Foundations for Machinery - - - -	261 – –	By Fixing Machines on the Island which were considered desirable to put up, instead of deferring the Work until a Vote could be taken.
Vancouver's Island:		
Other Works under 500 *l.* each - - -	518 – –	Caused by constructing a Working Boat Shed and Blacksmith's Shop, and other Services necessary for the Establishment; approved in part by Treasury Letter, 31st March 1869. The Excess met out of Contingencies.
Repairs and Maintenance - - - -	277 – –	Due to executing Repairs to an Official Residence, special Repairs to Coal Shed, and other unforeseen Services; approved, to be met out of Contingencies.
Cape of Good Hope: Other Works under 500 *l.* each.	293 – –	By the execution of Special Services, necessary but unprovided for; met out of Contingencies.
Carried forward - - - £.	39,106 – –	

Treasury Replies appended (*see* page 72).

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868–69.	ESTIMATE, 1868–69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE, No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c. —*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	790,069 13 10	785,387 – –	104,641 4 7	109,323 18 5
R.—New Works, &c., Naval Establishments Abroad —*continued.*	- - -	- - -	- -	- -
Carried forward - - - £.	790,069 13 10	785,387 – –	104,641 4 7	109,323 18 5

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£.	s.	d.	
Brought forward - - - £.	39,106	–	–	
Excesses incurred on the following Services—*contd.*				
Hong Kong:				
Restoring Jetties at Kowloon - - -	900	–	–	Sanctioned by Treasury Letter, 22nd February 1869, for completion of the Work.
Other Works, under 500 *l.* each - - -	1,086	–	–	By the completion of Services left unfinished in 1867–68, and the execution of other necessary Services; met out of Contingencies.
Fernando Po: Coal Stores - - - -	281	–	–	For Freight of Iron Coal Store sent from England; provided in Estimates, 1867–8.
	41,373	–	–	
Reduced by Surpluses arising on the following Items:				
	£.			
Gibraltar: Extension of the Mole - -	318			These works were not advanced so far as contemplated, owing to want of Convicts.
Bermuda: For a Floating Dock -	1,345			The final Balance to Contractor not paid.
Ascension: Reservoirs and Tanks - -	630			This Service is deferred, pending decision on the requisite Establishment to be maintained on the Island.
Vancouver's Island: Foundations for Machinery - - - - - -	150			From postponing this Service.
	2,443	–	–	
	38,930	–	–	
The Difference remaining as Excess - - -	248	2	10	Variations occurring on the remainder of the Items.
Excess on Works - - - £.	39,178	2	10	
Carried forward - - - £.	39,178	2	10	

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868–69.	ESTIMATE, 1868–69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE, No. 11.				
NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c. —*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	790,069 13 10	785,387 - -	104,641 4 7	109,323 18 5
R.—New Works, &c., Naval Establishments Abroad— *continued.*	- - -	- - -	- -	- -
S.—New Works, &c., Victualling Establishments Abroad.	1,753 15 11	1,760 - -	6 4 1	- -
Carried forward - - - £.	791,823 9 9	787,147 - -	104,647 8 8	109,323 18 5

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£. s. d.	£. s. d.	
Brought forward - - -		39,178 2 10	
Reduced by the following Surplus, viz:	£. s. d.		
Malta: Repairs to Plant and Machinery - - - - - -	420 18 2	- -	The Repairs cost less than was anticipated.
Bermuda:			
New Machinery - - -	489 11 11	- -	Caused by the difference between the estimated and actual Cost of new Machines.
Repairs to Plant &c. - - -	74 12 3	- -	The Repairs cost less than was anticipated.
Ascension: New Machinery - -	352 12 9	- -	Credit for a new Plate-bending Machine sent to Woolwich Yard.
Hong Kong: New Machinery -	120 - -	- -	Caused by the difference between the estimated and actual Cost of the Punching and Shearing Machine.
	1,457 15 1		
Less Excesses at—			
Gibraltar: Repairs to Plant, &c. - -	£. s. d. 4 8 2 - -	- -	Fractional difference.
Malta: New Machinery - -	956 - - - -	- -	Caused by the purchase of a Condenser not provided for.
Halifax: New Machinery - -	66 9 7 - -	- -	Caused by the difference between the estimated and actual Cost of new Machines, and by the expense of repairing a Crane at the Royal Victoria Yard, which was sent out in lieu of a new one.
	1,026 17 9		
		430 17 4	
Net Excess - - £.		38,747 5 6	
Surplus arising on Works - - - - -		10 14 9	From the Casualties being less than anticipated.
Reduced by an Excess on Repairs to Plant, &c., at Malta of - - - - - - - -		4 10 8	Provided for in the Amount Voted for Dockyard Repairs.
Surplus - - - £.		6 4 1	

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868–69.	ESTIMATE, 1868–69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE, No. 11. NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS IN THE DOCKYARDS, &c. —*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	791,823 9 9	787,147 – –	104,647 8 8	109,323 18 5
T.—New Works, &c., Medical Establishments Abroad	3,351 18 2	3,250 – –	- -	101 18 2
V.—Contingencies for Works and Repairs - -	512 5 1	10,000 – –	9,487 14 11	- -
W.—Temporary Superintendence - - - -	14,100 3 7	13,840 – –	- -	260 3 7
Shipping and Freight, conveying Machines from Deptford and Woolwich to other Yards.	3 14 3	- - -	- -	3 14 3
£.	809,791 10 10	814,237 – –	114,135 3 7	109,689 14 5
Saving - - - -	£. 4,445 9 2		£. 4,445 9 2	

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£. s. d.	
Excesses incurred on the following Services:		
Yokohama:		
Repairs and Maintenance	203 – –	Owing to the execution of unforeseen Repairs, the Excess being met out of Contingencies.
Other Works under 500 *l.* each	327 – –	Due to constructing a new Hut at the Sick Quarters, the Excess being met out of Contingencies.
	530 – –	
Reduced by Surplus on:		
Yokohama: Permanent Hospital	479 – –	The Expenditure incurred has been for clearing, levelling, and draining the land, pending consideration of plan.
	51 – –	
The Difference remaining as Excess	50 18 2	Small variations on other items 66 *l.* 7 *s.* 1 *d.*, authorised by Treasury Letter of 31st March 1869, to meet unforeseen expenses at Esquimalt.
Excess on Works £.	101 18 2	

Surplus: This Item is taken to meet the Expenditure for Works of an unforeseen character, whether chargeable to this head in the Admiralty Ledger, or to other Items under which, if the Services had been foreseen, they would have been provided. The Expenditure on account of such unforeseen Services charged to other heads, which is explained under the respective Items, is 9,921 *l.* 17 *s.* 4 *d.*; consequently there is an Excess of 434 *l.* 2 *s.* 5 *d.*

Excess: Caused by additions to the Temporary Staff, necessary to supervise the several Contract Works.

Excess: Caused by no provision having been made for this Service which was not anticipated.

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

(E.)

Sir, Admiralty, 28 July 1868.

I AM directed by my Lords Commissioners of the Admiralty to notify to you, for the information of the Lords of the Treasury, the completion of the work of repairing the damage caused by the boiler explosion at Chatham Yard in 1866.

This service was sanctioned at a cost of 4,312 *l.*, by Treasury Letter of 24th November 1866, but it has been found, on the examination and correction of the final accounts, that that sum has been exceeded by 1,866 *l.*, and the actual outlay has amounted to 5,998 *l.*

This excess has been caused by various circumstances unforeseen at the time the Estimate (necessarily only an approximate one) was made, and afterwards found to be unavoidable.

First and chiefly the excess is due to the much wider extent and more serious character of the damage done by the explosion than was at first anticipated, and which was only fully ascertained on the commencement of the repairs.

2nd. In the original design, the Steam Hammer Shop was to be restored to its former condition, but the state in which, on closer examination, the walls of some of the other Factory Buildings were found to be, from the continued vibration of machinery within them, led to the conclusion that it was requisite, for securing the safety of the workpeople, to substitute iron for bricks in the building to be erected.

The first outlay was thus increased, but this has been more than met by avoiding loss and inconvenience to the service, which must have arisen by the necessary stoppage of the works during, and for many months after the erection of a brick building.

3rd. It was also subsequently found necessary to put up a temporary roof for the protection of the men in the Steam Hammer Shop during the progress of the renewals.

The whole work has been well and economically executed and my Lords therefore request that the Lords of the Treasury will authorise the additional expenditure, viz., 1,866 *l.*, being charged as an excess on the aggregate Vote to be met out of probable savings on the Vote generally.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(E.)

Sir, Treasury Chambers, 4 August 1868.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 28th ultimo, requesting the sanction of this Board to an expenditure of 1,866 *l.* in excess of the sum of 4,312 *l.* originally sanctioned by letter of this Board for repairing the damage caused by the boiler explosion at Chatham Yard in 1866.

I am to request that you will signify to the Lords of the Admiralty my Lords' approval of the temporary application of this sum to this service out of any saving which may arise in Vote 11 for the year 1867–8.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(F.)

Sir, Admiralty, 11 January 1869.

THE Lords Commissioners of Her Majesty's Treasury by letter, dated the 5th December 1866, sanctioned the expenditure of 4,500 *l.* for a new iron caisson for Dock No. 3, at Chatham, being temporarily defrayed out of the expected surplus on the aggregate Vote, No. 11. The expenditure has amounted, so far as posted up to the present time, to 2,915 *l.* 1 *s.*, which all stands charged to the aggregate Vote, No. 11, for the three financial years, 1866–7, 1867–8, 1868–9.

A further claim, amounting to 10 *l.* 19 *s.*, has now arisen for this work, and as, with reference to Treasury Letter of the 10th ultimo, it appears necessary that the sanction of that Board should again be obtained for expenditure which is not provided for under any sub-head of the Navy Estimates, I am to request you will obtain their Lordships' concurrence.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

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each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

(F.)

Sir, Treasury Chambers, 29 January 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 11th inst., requesting sanction for an expenditure of 10 *l.* 19 *s.* on the iron caisson of Dock No. 3, at Chatham, that the sanction of this Board to the expenditure of the sum of 4,500 *l.* was given on 5th December 1866, on the distinct understanding, as stated in the letter from the Admiralty of 27th October 1866, that the service would be executed during the financial year. (E.)

From your present communication, it would appear that the work was carried on during the following and during the present financial year; but my Lords do not observe that any provision was made for this service in the Estimates of either year.

They must request, therefore, that they may be furnished with some explanation on the subject, before coming to a decision on the present proposal.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(F.)

Sir, Admiralty, 10 February 1869.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, in reply to your letter of the 29th ultimo, 619—69, that by an inadvertence the question respecting the expenditure on the iron caisson of Dock No. 3 at Chatham, was not satisfactorily reported to you.

At the time of obtaining the Treasury sanction for this work in December 1866, it was the intention of the late Board to let the work by contract, but on representation of the Chatham officers that the service could be more advantageously undertaken in the shipwrights' department, the caisson having to be put together in the dock, while the building of the "Monarch" was in progress, inconvenience was anticipated by the mixing of contractors and yard workmen and materials; the original intention was therefore overruled and the work executed by the shipwrights' department. The new caisson was not completed until November 1867 and the expenditure appears in the annual account:

	£.	*s.*	*d.*
For 1866-67, at - - - - - - - - -	1,653	16	11
and for 1867-68 at - - - - - - - - -	2,199	17	9
Making the Total Cost of Work - - - -	£. 3,853	14	8
showing a saving on the Estimate of - - - - - -	£. 646	5	4

The expenditure incurred this year is for breaking up the old caisson (no longer of any use), the materials returned into store more than counterbalancing the cost of breaking up (independently of those sold, the proceeds of which will be returned to the Exchequer as "Extra Receipts"); consequently, instead of a charge appearing against this work in the annual account of the current year, there will be a net credit of about 32 *l.*

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(F.)

Sir, Treasury Chambers, 20 February 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of 10th instant, that my Lords approve of the temporary appropriation of 10 *l.* 19 *s.* to meet a further charge on account of the iron caisson of Dock No. 3 at Chatham, as proposed in your letter of the 11th ultimo.

My Lords presume that this sum will be charged to Vote 11, as stated in the last-mentioned letter.

I am, &c.

The Secretary to the Admiralty. (signed) *G. A. Hamilton.*

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

(G.)

Sir, Admiralty, 16 January 1869.

I AM commanded by my Lords Commissioners of the Admiralty to request that you will bring under the notice of the Lords Commissioners of Her Majesty's Treasury, that under the Treasury Letter of the 10th ultimo, directing that, in case it should appear probable that the amount provided under any Sub-head of the Vote of Parliament will be exceeded, it will be necessary to apply to the Treasury for authority to incur such excess of expenditure. Excesses are anticipated on the following services which are grouped together; the expenditure being in each case within the total Estimate sanctioned for the work, and the total Excess proposed to be incurred, being more than met out of the anticipated savings upon the Sub-head E., New Works, &c., Portsmouth, under the Item Extension of the Yard, on which, owing to the contractors having elected to exclude the tidal waters at once from the site by a coffer-dam, before proceeding with the permanent works, there will be a large balance available on the Vote for the year.

PROBABLE EXCESS.

	£.	
C.—Chatham. Extension of the Yard -	20,000	Necessary owing to greater progress made in the execution of the contract work than estimated.
D.—Sheerness. New Iron Caisson for Dock No. 5 - - - -	1,100	This service was authorised by Treasury Letter, 15th October 1867, but not completed in 1867-68. The present amount is the balance of the work which has been executed for 240 *l.* less than the sum authorised.
F.—Devonport. Blasting Rock south end of Anchor Wharf Jetty -	600	This service was authorised by Treasury Letter, 26th September 1867, but not completed in 1867-68. This amount is the estimated balance to complete the work authorised.
K.—Haulbowline. Extension of Yard - -	8,000	For two caissons made to test working of Bermuda Floating Dock, but charged to Haulbowline, as they are intended for that work finally.
R.—Naval Establishments Abroad. Malta. Construction of a Dock -	14,000	In consequence of greater progress made in this work, necessary to enable the dock to be opened in the present year 1869.
Kowloon. Repairs to Jetty, Sea-wall, &c.	900	This service was authorised by Treasury Letter, 10th December 1867, but not completed in the year 1867-68. This amount is the probable balance expected for the work, including cost of superintendence.
TOTAL - - -	£. 44,600	

I am therefore to request you will move the Lords of Her Majesty's Treasury to concur with my Lords in authorising this excess.

I am, &c.

The Secretary to the Treasury. (signed) *W. E. Baxter.*

(G.)

Sir, Treasury Chambers, 5 February 1869

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter
(E.) of the 15th January last, requesting the sanction of this Board to certain excesses over items in the Estimates of the current year, amounting in the whole to 44,600 *l.*

My Lords request that you will inform the Lords Commissioners of the Admiralty that before

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

before my Lords can give their sanction to this expenditure, they must request that they may be furnished with further information with regard to some of the items.

It is stated that the sanction of this Board is requested, with reference to the directions contained in the letter from this Department, of 10th December last, relative to any probable excess on any Sub-head of a Vote, but as far as my Lords are aware, no provision appears to have been made in the Estimates for the current year for the services at Sheerness and Devonport; and they would observe that these services, as well as the repair of the sea-wall at Kowloon, were sanctioned by this Board in 1867, on the representation of the Board of Admiralty that the works being of an urgent character it was desirable that the cost should be defrayed out of surpluses on Votes during that year.

But the sanction obtained for unforeseen expenditure for 1867-68, cannot be interpreted as extending to 1868-69, and it is clear therefore that provision should have been made in the current year for the works at Sheerness and Devonport (which it must have been foreseen could not be completed in 1867) in the same manner as the repair of the sea-wall at Kowloon is provided for in the current year.

It is further stated that in each case the expenditure is within the total Estimate; but from the explanation, it appears that at Devonport and Kowloon the sum stated even now is only an estimated amount.

With regard to the sum of 8,000 *l.*, the cost of certain caissons, it would appear to my Lords that the amount must be considered as more properly chargeable in the first instance to the Vote for the Bermuda Dock, but they do not understand whether this course has been taken, or whether the cost of caissons not having been originally provided for on the Vote for Haulbowline, the transfer of them to that service will cause an excess on the Vote.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(G.)

Sir, Admiralty, 13 February 1869.

In reply to your letter of the 5th instant, I am commanded by my Lords Commissioners of the Admiralty to acquaint you of the following facts for the information of the Lords Commissioners of Her Majesty's Treasury:—

1st. As regards the Expenditure for the New Iron Caisson to Dock No. 5 at Sheerness.

Under the conditions of the contract by which this work was executed it should have been completed by the 25th March 1868, but owing to an unavoidable delay, caused by certain necessary alterations having to be made in the masonry to make it fit the keel of the caisson, in addition to the caisson itself having to be tested at spring tides, it was found impracticable to complete the work before the close of the financial year 1867–68.

In consequence of this, the final payment became a charge upon the Votes for 1868–69, unforeseen at the time of preparing the Estimates.

2nd. Blasting Rock at the South end of Anchor Wharf Jetty, Devonport.

This was a very difficult work, requiring great care and caution in its execution, to prevent damage being done to the wharf walls.

Neither was it a service that could be hastily proceeded with, the contractor having bound himself to remove the rock within certain limits and to a given depth.

The work indeed is only now completing, and my Lords have received an extra claim from the contractor for loss in its performance, the particulars of which are under consideration.

The uncertainty of the completion of this work at the time of preparing the Estimates for the present year, made it undesirable to provide any sum for it.

3rd. Repairs to Jetty, Seawall, &c. at Kowloon.

The whole damage caused by the typhoon on the 8th September 1867, reported by the commodore in charge on the 26th idem, amounted to 5,330 *l.*

The estimated expense of making necessary restorations of one jetty, and the adjoining sea-wall and anchor-rock, was 1,420 *l.* It was anticipated this restoration would have been completed

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

completed in sufficient time to admit of its payment before the close of the financial year 1867; this expectation was not however realised, and consequently the balance will stand as a charge upon the aggregate Vote for 1868-69.

The item provided in the annual Estimates, 1868-69, is for another portion of the work, viz., for completing the restoration of the sea-wall, estimated at 1,310 *l.*, having still two other jetties (almost entirely destroyed) to be made good at some future time when the exigencies of the service may require it.

Each of the works above referred to (1st, 2nd, and 3rd) are of such a nature that the most careful estimate beforehand, as to cost and time, can only be approximate, and dependent upon circumstances such as storms, tides, &c., beyond the control of any engineering foresight, unless, indeed, to cover the possibility of these contingencies the original Estimates are inordinately swollen. Due allowance should therefore be made with reference to the expenditure for such works as are of a totally different character to Estimates of salary, &c., which may be calculated with exactness.

My Lords desire me further to observe that it has not been the practice of this Department heretofore to apply to the Treasury for further authority in any case where the total Estimate sanctioned in any year has not been exceeded, and where the expenditure could be met out of the aggregate Vote of the following year.

Should, however, the Lords of the Treasury consider this rule as incorrect, my Lords will give directions that the Treasury be informed of such cases in future.

Lastly, as regards the 8,000 *l.* for caissons for the Haulbowline works, my Lords would suggest that as the cost of the permanent caissons for the Bermuda Floating Dock, now being put together at Bermuda, is chargeable to the dock; the caissons intended permanently for the Haulbowline extension, and provided for in the total Estimate for that work, should be charged direct to that service, although made available and temporarily appropriated for the trial of the Bermuda Dock in England.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(G.)

Sir, Treasury Chambers, 22 February 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state for the information of the Lords Commissioners of the Admiralty, with reference to your letter of (E.) the 13th instant, respecting the excesses on certain Votes, that my Lords will not, under the circumstances, refuse to accept the explanations given in this letter, and they authorise the temporary appropriation of the sum of 44,600 *l.*, as stated in your letter of the 16th January last, viz.:—

	£.
Chatham Yard - - - - - - - - - -	20,000
Sheerness.—Caisson to Dock No. 5 - - - - -	1,100
Devonport.—Blasting Rock - - - - - - -	600
Haulbowline.—Yard Works - - - - - - -	8,000
Malta.—Building Dock - - - - - - - -	14,000
Kowloon.—Repairs to Jetty, &c. - - - - - -	900
£.	44,600

out of the expected surplus on Vote 11.

My Lords presume, however, that the cost of the caisson for Haulbowline was included in the original Estimate of 150,000 *l.* for the extension of this yard.

With regard to the inquiry in respect of unforeseen expenditure, whether the sanction of this Board should be again applied for, when the total Estimate for the service has not been exceeded, and the expenditure can be met out of the aggregate Votes for the following year, my Lords would again observe that the sanction obtained one year cannot be considered as extending to the following year; and when the service for which such sanction has been obtained cannot be completed within the year, provision should be made for the balance of expenditure in the Estimates for the following year.

I am, &c.

The Secretary to the Admiralty. (signed) *Geo. A. Hamilton.*

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each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

(H.)

Sir, Admiralty, 3 January 1869.

I AM commanded by my Lords Commissioners of the Admiralty to request you will lay before the Lords Commissioners of Her Majesty's Treasury the following circumstances in connection with the construction of the Royal Marine Barracks at Chatham. For these works, commenced in 1856, the expenditure to 31st March last amounted to 81,731 *l.* 4 *s.* 2 *d.*, at which date they were completed, but owing to a delay in rendering the accounts, arising from the illness of the contractor's surveyor, they were not closed in the last financial year. The bills have now been received, examined, and corrected by the professional officers, and an amount found due to the contractors of 1,995 *l.* 10 *s.* 10 *d.* Though the total expenditure above stated includes the settlement of claims for compensation to the contractors for the rise of prices, both in materials and labour, since the acceptance of their tender for the work, together with the construction of a straw store and other authorised alterations, the works originally designed have been executed considerably within the estimate of 80,407 *l.* As this payment is due, and if made at once can be met out of the expected surplus on the aggregate of Vote No. 11 in the current financial year, my Lords consider it undesirable to postpone it until next year, and I am therefore commanded to request you will move the Lords Commissioners of the Treasury to signify their consent to its being made.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(H.)

Sir, Treasury Chambers, 9 January 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 3rd instant, that my Lords approve of the temporary appropriation of the sum of 1,995 *l.* 10 *s.* 10 *d.*, being the amount due, as a final payment, to the contractors for the Royal Marine Barracks at Chatham from the expected surplus on Vote No. 11, as recommended by their Lordships.

I am, &c.

The Secretary to the Admiralty. (signed) *Geo. A. Hamilton.*

(I.)

Sir, Admiralty, 8 January 1869.

I AM commanded by my Lords Commissioners of the Admiralty to request you will lay before the Lords Commissioners of Her Majesty's Treasury the following circumstances in connection with the construction of the new Barracks for the Royal Marine Artillery at Eastney. The total estimate for these works, commenced in 1860, was 167,801 *l.*, the expenditure, up to the 31st March last, when they had approached completion, amounted to 169,852 *l.*, being payments on account; but as these accounts were spread over eight years, their revision and final adjustment, involving considerable care and lengthened examination, no sum was taken for them in the current year's Estimates. This final adjustment shows a balance of about 9,000 *l.* due to the contractors.

Although this is an apparent excess on the original estimate, it is not really so, as it has arisen from necessary alterations and enlargements in certain portions of the work, providing a water tower, and tank with water supply, a church, &c., not contemplated in the original estimate, but authorised from time to time. As this expenditure can be defrayed out of the expected surplus on the aggregate of Vote 11 in the current financial year, I am commanded to request you will move the Lords Commissioners of the Treasury to signify their consent to the payment.

I am, &c.

The Secretary to the Treasury. (signed) *W. E. Baxter.*

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

(I.)

Sir, Treasury Chambers, 18 January 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to convey to you, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 8th instant, the approval of this Board of the temporary appropriation of the sum of 9,000 *l.* from the expected surplus on Vote 11, 1868-69, to provide for the sum found due, as a final payment, to the contractors for the new Barracks for the Royal Marine Artillery at Eastney, as proposed in your letter.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(K.)

Sir, Admiralty, 16 January 1869.

I AM commanded by my Lords Commissioners of the Admiralty, to request you will report to the Lords Commissioners of Her Majesty's Treasury (although my Lords do not consider themselves, in strictness, bound to do so) that a sum of 2,000 *l.* has been appropriated for "Filling up the Mill Pond at Forton," and saved out of the sum of 3,000 *l.*, which was the estimate of the year for "Barracks for Married Marines," which my Lords do not propose to build.

I am, &c.

The Secretary to the Treasury. (signed) *W. E. Baxter.*

(K.)

Sir, Treasury Chambers, 2 February 1869.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 16th ultimo, stating that 2,000 *l.* has been appropriated, out of savings on the item "Barracks for Married Marines," for filling up the Mill Pond at Forton.

My Lords request that you will inform the Lords Commissioners of the Admiralty that they must decline to authorise the temporary appropriation of the sum in question until they receive some further explanation with regard to the cause of the excess on the original estimate of 6,400 *l.*, and of the reason that no provision was made in the Estimates of the present year for such excess.

I am to add that, in the opinion of my Lords, the case is one in which Treasury sanction, which ought to have been previously obtained, is clearly and strictly necessary.

I am, &c.

The Secretary to the Admiralty. (signed) *G. A. Hamilton.*

(K.)

Sir, Admiralty, 13 February 1869.

IN reply to your letter of the 2nd instant, requesting further explanation respecting the expenditure upon the item for filling up the Mill Pond at Forton, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the cause of the excess upon this service is due wholly to the character of the sub-soil of the pond.

This difficulty was, to some extent, anticipated when making the original estimate, and provision, then thought more than sufficient, was made accordingly; but the difficulty has proved far worse than could have been possible to foresee.

For, whilst 208,000 cubic yards of material were considered sufficient to fill up the pond, further experience has proved that it will require at least 331,000 cubic yards to obtain the proper level, thousands of yards having been already deposited there, and shown no apparent change in the surface of the ground.

This material, taken from the dredging of the harbour, would, if not so applied, have been deposited at sea.

The final outlay involved is, however, inconsiderable when compared with the value of the

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

the work, not only as regards the reclamation of the land, but in its primary and most important object, the already improved sanitary condition of the neighbourhood occupied by the Marine Barracks.

Owing to the uncertainty of the work and the state it was in at the time the Estimates 1868-69 were prepared, it was thought desirable only to provide the balance shown on the original estimate.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(K.)

Sir, Treasury Chambers, 17 February 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 13th instant, that, under the circumstances represented, my Lords approve of the temporary appropriation of 2,000 *l.* from the item Barracks for Married Marines in Estimates for 1868–69, to cover the expenditure incurred in filling up the Mill Pond at Forton, beyond the amount provided for that service, as recommended by the Board of Admiralty.

I am, &c.

The Secretary to the Admiralty. (signed) *Geo. A. Hamilton.*

(L.)

Sir, Admiralty, 21 December 1868.

I AM commanded by my Lords Commissioners of the Admiralty to request that you will lay before the Lords Commissioners of Her Majesty's Treasury the following facts in connection with the extension of the North Basin at Keyham.

The contract for this work was entered into by Mr. Thomas Jackson on the 28th January 1863, his tender being the lowest of nine competitors. In consequence of pecuniary difficulties, he transferred his interest in the contract (with the consent of my Lords) to Mr. William Jackson on 12th July 1864, and by him the works were brought to completion in March 1868. The total expenditure under the contract amounted to 93,731 *l.*, and the balance was paid in the last financial year, exclusive of certain extra claims put forward by Mr. Jackson from time to time, during the progress of the work, but not acknowledged by this department. These claims, which have subsequently by mutual consent, been referred to the arbitration of the Director of Works, amounted to 33,534 *l.* 16 *s.* 5 *d.*, and they chiefly arose upon questions of misdirection in the drawings and instructions under the contract prepared prior to Colonel Clarke's appointment. He has given the subject his best consideration, and has awarded the contractor upon the claims raised in full of all demands, the sum of 6,191 *l.* 10 *s.* 6 *d.*

As this claim was not entertained at the period of the preparation of the Estimates for the present year, no provision has been made to meet the expense which, together with a small charge of 358 *l.* expended in services in connection with the Basin, not completed in time for payment in the last financial year, my Lords propose to pay out of the surplus upon the aggregate Vote 11, in the current financial year. I am therefore to request you will move the Lords Commissioners of the Treasury to signify their consent to the payment of about 6,550 *l.*

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(L.)

Sir, Treasury Chambers, 29 December 1868.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of 21st instant, requesting the sanction of this Board to an expenditure of 6,191 *l.* 10 *s.* 6 *d.* in payment to Mr. Thomas Jackson, in full of all demands of the claims raised by him in connection with his contract for the extension of the North Basin at Keyham, and of 358 *l.* for services in connection with the Basin not completed in time for payment in the last financial year. (E.)

I am to request that you will signify to the Lords Commisioners of the Admiralty, my Lords' approval of the temporary appropriation of these sums as proposed to be paid out of the surplus upon the aggregate Vote 11 in the current financial year.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(M.)

Sir, Admiralty, 5 March 1869.

WITH reference to your letter of the 10th December last, expressing the desire of the Lords Commissioners of Her Majesty's Treasury that their sanction should be obtained for defraying the excesses under one sub-head of a Vote out of the savings under another sub-head of the same Vote, I am commanded by my Lords Commissioners of the Admiralty to request that you will obtain the sanction of the Lords Commissioners of Her Majesty's Treasury for applying an anticipated surplus on Sub-head (F.), Vote No. 11, for 1868–69, Devonport Yard, to the repair of machinery at Keyham Yard, Sub-head (G.), of the same Vote, observing that the saving at Devonport Yard has been effected on a similar description of work to that on which it is proposed to spend the sum of 700 *l.* at Keyham Yard, viz., the repair of yard machinery.

My Lords will be glad to receive the concurrence of the Lords of the Treasury as soon as possible.

I am, &c.

The Secretary to the Treasury. (signed) *W. E. Baxter.*

(M.)

Sir, Treasury Chambers, 9 March 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 5th March, that my Lords approve of the temporary appropriation of 700 *l.* from the expected surplus on Sub-head (F.), Vote 11, to meet an anticipated excess on Sub-head (G.), of the same Vote, as recommended by the Board of Admiralty.

(S.)

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(N.)

Sir, Admiralty, 16 March 1869.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, that in the autumn of 1862 when circumstances made it of the highest importance to expedite the docking of the Channel Fleet, then at Plymouth, great difficulties and delays were encountered in consequence of the depth of water over the sills of the docks in the south basin at Keyham being insufficient for the increased draught of the ironclad ships composing that squadron, and this led to a scheme for raising the water within the basin 4′ 0″ higher than the ordinary level of the river, by powerful pumping machinery. The nature of the site for the necessary works which had to be placed on a narrow artificial wall between the basin and the river, involved many and serious difficulties, making any estimate of the cost of the service a mere approximation; 14,000 *l.* was, however, considered a sufficient provision for its completion.

These difficulties proved eventually even greater than was anticipated, especially from the great depth to which it was found imperative to go in order to secure safe foundations for the powerful machinery, working up to 1,200 horse power, that was to be erected; and the final accounts now rendered and adjusted show a total cost of 18,002 *l.*, being an excess of 4,002 *l.* over the original Estimate.

The works have been executed at a schedule of prices (the contract having been obtained by competition) and which the contractor asserts have proved very unremunerative in consequence of the very great difficulties above alluded to.

By the terms of the contract the works should have been finished by the 31st October 1867, the expenditure to the 31st March last amounting to 13,201 *l.* being payment on account, and in consideration of their then expected speedy completion, and the uncertainty

as

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

as to the balance due at the time of preparing the Estimates for 1868-69, no sum was taken for it in the annual Estimates of the present year.

Under these circumstances, I am commanded by my Lords Commissioners of the Admiralty to request you will move the Lords Commissioners of Her Majesty's Treasury to sanction this excess under Vote 11 of the Navy Estimates 1868-69 on the Sub-head (G.), "New Works, &c. Keyham," being met out of the surplus expected on the Sub-head (E.), "New Works, &c. Portsmouth."

I am, &c.

The Secretary to the Treasury. (signed) *W. E. Baxter.*

(N.)

Sir, Treasury Chambers, 27 March 1869.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 16th instant, requesting that an excess of about 4,000 *l.* on Vote 11, Sub-head (G.), "Works at Keyham," may be sent from the expected surplus on Sub-head (E.), "Works at Portsmouth." (E.)

My Lords request that you will state to the Board of Admiralty that, adverting to your letter of the 20th instant, in which it is stated that there will be an excess of expenditure on the aggregate Navy Votes for 1868-69 to a considerable amount, my Lords would not feel themselves justified in consenting to the excess of expenditure on the works at Keyham being defrayed in the manner recommended. (E.)

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(N.)

Sir, Admiralty, 7 April 1869.

WITH reference to your letter of the 27th ultimo, stating that the Lords Commissioners of Her Majesty's Treasury did not feel themselves justified in consenting to the excess of expenditure on the works at Keyham being defrayed by the expected surplus on Sub-head (E.), "Works at Portsmouth," I am commanded by my Lords Commissioners of the Admiralty to request that you will move the Lords of Her Majesty's Treasury to reconsider their decision, as a surplus of about 7,000 *l.* is expected on the aggregate Vote No. 11, 1868-69.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(N.)

Sir, Treasury Chambers, 16 April 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 7th instant, that on the assurance given that there will be a sufficient surplus on the other items of Vote 11 to meet the excess on the item for the new works at Keyham, my Lords will not refuse their sanction to the sum of 4,000 *l.*, the estimated deficiency being defrayed out of such surplus.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(O.)

Sir, Admiralty, 10 July 1868.

I AM directed by my Lords Commissioners of the Admiralty to acquaint you that a very serious leak, to the extent of about 100 tuns in 24 hours, has occurred in the pipes through which the Royal William Yard at Plymouth is supplied with water, and preliminary operations have been instituted with a view of discovering the source of the loss, and providing an efficient remedy.

To a certain extent this has been carried out, and the leakage considerably lessened. As, however, the loss of water is still very great, and the state of the pipes, which have been laid some 40 years, is such as to necessitate considerable repairs and renewals throughout

out the whole line between the yard and the reservoirs supplying it (which repairs are estimated to cost 1,641 *l.*), my Lords desire me to request that you will move the Lords of Her Majesty's Treasury to concur in this expenditure, which will be chargeable to the aggregate Vote of No. 11, as an unforeseen casualty.

I am, &c.

The Secretary to the Treasury. (signed) *Henry G. Lennox.*

(O.)

Sir, Treasury Chambers, 18 July 1868.

(E.) THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 10th instant, requesting the sanction of this Board to an expenditure of 1,641 *l.*, in repairing the pipes through which the Royal William Yard at Plymouth is supplied with water.

I am to request that you will signify to the Secretary of State my Lords' approval of the temporary application of that sum as proposed, to be charged to the aggregate Vote of No. 11, as an unforeseen casualty.

I am, &c.

The Secretary to the Admiralty. (signed) *G. Sclater-Booth.*

(P.)

Sir, Admiralty, 9 March 1869.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that an excess of 791 *l.* has already arisen upon the sum of 5,000 *l.*, taken in the present year's Estimates for the Extension Works at Plymouth Marine Barracks, and further small amounts will be incurred for marine labour, &c., raising the excess to about 1,000 *l.*

Although the total sum for this work at Plymouth will not be exceeded, my Lords request the concurrence of the Treasury to the present excess being defrayed out of the balance (1,000 *l.*), remaining unappropriated of the amount voted for erecting quarters at Woolwich Marine Baracks.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(P.)

Sir, Treasury Chambers, 16 March 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letter

(E.) of the 9th instant, that my Lords approve of the temporary appropriation of the sum of 1,000 *l.*, the excess which will occur in completing the works at the Royal Marine Barracks at Plymouth, from the balance of the amount voted for works at the Woolwich Barracks, subject to the condition that the total amount of Vote 11 will not be exceeded.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(Q.)

Sir, Admiralty, 24 February 1869.

I AM commanded by my Lords Commissioners of the Admiralty to request you will move the Lords Commissioners of Her Majesty's Treasury to sanction a further sum of 6,000 *l.*, in excess of the sum of 8,000 *l.*, requested in my letters of the 16th ultimo and 13th instant, on account of the works in the extension of the Yard at Haulbowline, provided in the Sub-head (K.), under Vote No. 11.

The necessity for this is due to the more rapid progress in the works during the present year than was anticipated, for outlay for plant, timber, materials for shoring, general stores, &c., to keep the convicts and free men employed to the greatest advantage.

My Lords direct me to add that this excess will be met out of the surplus anticipated on the Sub-head (E.), "Extension of the Dockyard at Portsmouth."

I am, &c.

The Secretary to the Treasury. signed) *W. E. Baxter.*

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each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

(Q.)

Sir, Treasury Chambers, 13 March 1869.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 24th February, requesting the sanction of this Board to a further excess of 6,000 *l.*, on account of the extension of the Navy Yard at Haulbowline; the excess to be defrayed from other Sub-heads of Vote 11, on which a surplus is anticipated.

My Lords request that you will refer the Lords Commissioners of the Admiralty to the Estimate of liabilities and surplus of Vote 11, contained in your letter of 1st ultimo, and to state that they sanction the proposed excess only on the understanding that there will be an available surplus of Vote 11 to meet it.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(R.)

Sir, Admiralty, 1 February 1869.

I AM commanded by my Lords Commissioners of the Admiralty to request you will lay before the Lords Commissioners of Her Majesty's Treasury the following circumstances in connection with the contract for dredging, and extending the Great Harbour at Malta.

The excavating and dredging contract was undertaken by Mr. A. Gabrielli, in April 1861, and completed by 30th June 1866. The contract amount was 64,116 *l.*, and the net authorised additions allowed upon that sum (including a bonus for the earlier completion of the work) amounted to 29,609 *l.* 18 *s.* 4 *d.*, making a total account for work executed under the contract of 93,725 *l.* 18 *s.* 4 *d.*, and payments on account to the close of the financial year 1866–67 of 93,100 *l.*, leaving a balance due to the contractor of 625 *l.* 18 *s.* 4 *d.* On ascertaining the balance, and before taking it up, the contractor submitted for my Lords' consideration a statement of losses incurred by him under the contract, amounting to 45,823 *l.* actual cash deficiency over receipts without any claim whatever for his own services in carrying out the work, arising chiefly out of the difficulties and obstructions met with in having to remove stone *débris* and other hard substances of a nature entirely different from that stipulated in the contract, and beyond that included in the subsequently authorised additions. The contract was admitted by the local Superintending Engineer to have been taken at an unprecedently low rate, and which is moreover borne out by the contractor's tender having been over 20,000 *l.* below that of the next lowest in competition. My Lords, after consultation with the professional officers of the Admiralty (the Director of Works, Solicitor, and Admiralty Counsel), and on their representations that although the contractor had no claim for further compensation either in law or equity, yet as his case was one of peculiar and very great hardship, and well worthy of a liberal consideration (the Admiralty Engineers having been deceived as well as the contractor in their anticipations of the nature of the work), requested Sir Daniel Gooch, M.P., in association with Colonel Clarke, the present Director of Works, and who was no party to the contract, to advise my Lords as to whether any compensation should be made to the contractor; and if any, the amount.

These gentlemen having now carefully gone into the facts of the claim, and having fully considered all the circumstances connected therewith, report that apart from all legal rights, the justice of the case will be met by a further payment of 19,937 *l.* to Mr. Gabrielli; and my Lords, concurring in their report, direct me to request you will move the Lords of the Treasury to grant their sanction to the payment of this sum, as also of the balance, 625 *l.* 18 *s.* 4 *d.*, due under the contract but not yet taken up, on Mr. Gabrielli's undertaking to release the Admiralty from all further claims and liabilities under the contract for this work. These sums will be met out of the surplus on Vote No. 11, in the present year, under the sub-head "New Works, &c. Portsmouth Yard" (E.)

It is expected that after meeting this and all further estimated liabilities to the close of the financial year, there will remain a probable surplus of about 5,000 *l.* on this Vote. As a set-off against this claim the Admiralty will recover a sum of 1,993 *l.* 13 *s.* 8 *d.*, the value of stores, &c. supplied to Mr. Gabrielli during the execution of the work, which will form a credit, and be paid into the Exchequer as extra receipts.

I am, &c.

The Secretary to the Treasury. (signed) *W. E. Baxter.*

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

(R.)

Sir, Treasury Chambers, 9 February 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 1st inst., that my Lords approve of the temporary appropriation of the sum of 20,562 *l.* 18 *s.* 4 *d.* from the general saving on Vote 11, 1868-69, to provide for the following payment to Mr. Gabrielli, the contractor, for dredging, &c. the Great Harbour at Malta, viz.:—

	£.	*s.*	*d.*
Balance due on Contract	625	18	4
Amount recommended as a final payment in consequence of loss on Contract	19,937	–	–
£.	20,562	18	4

on the understanding that Mr. Gabrielli signs a release to the Admiralty of any further claims on his part arising out of this contract.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

(S.)

Sir, Admiralty, 25 March 1869.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the Commander in Chief in the Pacific has apprised my Lords that he has found it necessary to incur the following expenditure at Esquimalt, to meet the wants of the squadron, for the preservation of stores and for sanitary purposes. These sums were not provided for in the current financial year, viz.:—

	£.	*s.*	*d.*
NAVAL YARD:			
For a working boat shed and blacksmith's shop	213	2	1
Repairs to the roof of the coal shed	50	–	5
Extension of brick drain into the sea	32	13	4
HOSPITAL:			
For sinking a new well	34	14	2
Shed for protection of hearse	31	12	11
£.	362	2	11

These various sums my Lords propose to charge to the item of 10,000 *l.* taken for Contingencies under Vote No. 11, but in accordance with the practice of rendering the Naval Accounts during the last four years, the expenditure will appear in the annual statement to be presented to Parliament, under the Sub-heads (R.) and (T.), against the proper item under the establishment where it was incurred, as services authorised and defrayed out of the Vote for Contingencies; the real charge for services under "Contingencies," in the aggregate not exceeding the sum provided under Sub-head (V.)

My Lords request the concurrence of the Lords of the Treasury to this proposal.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(S.)

Sir, Treasury Chambers, 31 March 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letter
(E.) of the 25th March, that my Lords approve of the sum of 362 *l.* 2 *s.* 11 *d.*, the amount of various small expenses in connection with the fleet at Esquimalt, British Columbia, being charged to the item of 10,000 *l.* taken for Contingencies, on the assumption that no excess will occur on that item.

I am, &c.

The Secretary to the Admiralty. (signed) *G. A. Hamilton.*

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

(T.)

Sir, Admiralty, 13 July 1868.

In consequence of the overcrowded state of the offices in the Department of the Controller of the Navy, my Lords Commissioners of the Admiralty have considered it necessary, in consequence of his repeated and urgent representations of the sickness and inconvenience caused by crowded rooms, that immediate steps should be taken for increasing the accommodation allotted to his Department.

As the readiest and most economical measure, my Lords have directed that offices should be built in the garden in Buckingham Court, adjoining the Controller's Department.

The cost of constructing these offices will be from 1,200 *l.* to 1,300 *l.*

I am directed by their Lordships to request that you will move the Lords of Her Majesty's Treasury to sanction this expenditure, which will be chargeable as an excess on Vote 11, to be met out of Savings on the Vote generally.

I am, &c.

The Secretary to the Treasury. (signed) *Henry G. Lennox.*

(T.)

Sir, Treasury Chambers, 22 July 1868.

The Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 13th instant, requesting the sanction of this Board to an expenditure not exceeding 1,300 *l.*, in constructing additional office accommodation for the Department of the Controller of the Navy, in the garden in Buckingham Court, adjoining that Department.

I am to request that you will signify to the Lords Commissioners of the Admiralty my Lords' approval of the temporary appropriation of that sum as proposed, to be charged as an excess on Vote 11, and to be met out of Savings on the Vote generally.

I am, &c.

The Secretary to the Admiralty. (signed) *J. Sclater-Booth.*

(U.)

Sir, Admiralty, 19 August 1868.

My Lords Commissioners of the Admiralty direct me to notify to you, for the information of the Lords Commissioners of Her Majesty's Treasury, that, arising out of the necessity for providing increased office accommodation for the several Departments under their control, the expenditure upon the item for General Repairs and Alterations to the Public Offices and Official Residences, including Packing Cases, Models, and Office Furniture at the Admiralty, Whitehall, Somerset House, &c., will probably be 3,000 *l.*, in excess of the Vote for the current year.

This excess is due to the numerous changes in all the offices consequent upon the growth of the Departments, and the increase of clerical labour, involving not only the first cost of fitting up additional rooms and new premises, but also the rearrangement and refitting of the old rooms with additional office furniture, &c.

Every care will be taken to limit the work under this head to services only of absolute necessity and for its economical execution, reducing, if possible, the amount of excess anticipated.

My Lords therefore request that the Lords of the Treasury will give their sanction to this additional expenditure to be charged as an excess on the item, but to be met out of probable Savings on the aggregate Vote.

I am, &c.,

The Secretary to the Treasury. (signed) *W. G. Romaine.*

(U.)

Sir, Treasury Chambers, 7 October 1868. (E.)

The Lords Commissioners of Her Majesty's Treasury have had before them your letter of 19th August, requesting the sanction of this Board to an excess of 3,000 *l.* upon the Vote for the current year for general repairs, &c., in connection with the Admiralty, Whitehall, Somerset House, &c.

I am to state, for the information of the Lords Commissioners of the Admiralty, that my Lords do not feel themselves justified in consenting to this expenditure, until they have received further explanation with regard to the necessity of the additional works on

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

account of which it has been incurred, and as to the probable amount of saving which may be expected on Vote 11. My Lords would observe, that the Vote taken for the repairs, &c., in the Estimates for the present year is considerably in excess of that for the year 1867-68, and that they have already approved of a sum of 1,200 *l.* being expended beyond the amount voted, mainly on the representation that the accommodation was absolutely required for the health and convenience of the establishment, but partly because it appeared from your letter of 13th July, that directions had been given for the expenditure without waiting for the sanction of this Board.

They think it right, therefore, to call the attention of the Board of Admiralty to the correspondence which took place in March, April, and June 1866, with regard to a similar excess on account of works of this nature in the year 1865-66, and to the statement contained in the letter from this Department of 1st June in that year, that the consent of this Board was given to the expenditure on the assurance given by the Board of Admiralty that the approval of this Board would be sought previous to any works being undertaken which may cause an excess on the Vote.

With regard to the reasons given in the second paragraph of your letter, my Lords must remark that they are not aware of their sanction having been obtained for such "an increase of clerical labour" as would involve the necessity of an addition to the Vote to the extent now stated.

They request, therefore, that they may be furnished with further explanations.

I am to add that it appears to my Lords that the period has arrived when all services connected with the repairs, furniture, &c., required for the several departments of the Admiralty in London should be transferred to the management of the Department of the First Commissioners of Works; that department has now the charge of all services of this character connected with the Public Departments in London, with the exception of the Admiralty, and the Scientific Department; with regard to the latter, special reasons have induced this Board to consent to the management of the details being left to the Departments; but my Lords are not aware that the services for which provision is made in Vote 11, Navy Estimates, under the head of "Admiralty Offices," are of such a special nature, that they could not be executed under the supervision of the officers of the Department of the First Commissioner of Works.

Before, however, giving any final decision as to the transfer of the Vote for these services to the Miscellaneous Estimates, Class 1, they would be glad to be furnished with any observations the Lords Commissioners of the Admiralty may wish to make upon the subject.

I am, &c.

The Secretary to the Admiralty. (signed) *Geo. A. Hamilton.*

(U.)

Sir, Admiralty, 3 February 1869.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of 7th October last, in reply to the application of this Board for the Treasury sanction to an excess of 3,000 *l.* upon the Vote for the current year for general repairs, &c., in connection with the Admiralty, Whitehall, and Somerset House, &c.

I am commanded to state, for the information of the Lords Commissioners of Her Majesty's Treasury, that my Lords are concentrating the offices at a considerable present outlay, with the object of a permanent annual saving on the expense of the establishment, and for this reason they trust that the Lords of the Treasury will not withhold their sanction to the excess requested.

With reference to the last paragraph of your letter, I am directed to inform you that the question therein raised has been under the consideration of my Lords, and they consider it inexpedient to make any change until some experience has been gained of the working of the concentration already mentioned.

I am, &c.

The Secretary to the Treasury. (signed) *W. E. Baxter.*

(U.)

Sir, Treasury Chambers, 11 February 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, that, under the circumstances
(F.) represented in your letter of the 3rd instant, my Lords will no longer withhold their consent to the excess of 3,000 *l.* upon the Vote for the current year for general repairs, &c., as requested by the Board of Admiralty.

I am, &c.

The Secretary to the Admiralty. (signed) *Geo. A. Hamilton.*

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

(W.)

Sir, Admiralty, 30 June 1868.

THE Lords Commissioners of the Admiralty having had under consideration the urgent necessity for the increased accommodation for the several Departments under their control, have lately re-opened negotiations with Mr. Hoare for the purchase of his house, No. 14, New-street, Spring Gardens.

Consequent on these negotiations, an offer has been made by Mr. Hoare's agent to surrender the remainder of the lease, of which about 25 years are unexpired, for 7,750 *l.*; that sum to include all but the legal expenses, which will be borne by the Admiralty.

This offer is considerably below one formerly made by Mr. Hoare, when my Lords were in treaty with him for the purchase of this house, and they would strongly urge upon the Lords Commissioners of the Treasury the desirability of closing with it.

The expansion of the departments at Somerset House calls for the removal of some of them from that building, while the convenience of the public service points to the neighbourhood of Whitehall as the most fitting situation in which to place them.

This requisite relief would be to some extent afforded by the acquisition of the house in question, which could either be converted into offices or appropriated as an official residence for the First Naval Lord, whose present house might be given up for the accommodation of the department.

My Lords trust that, under the circumstances which they have adduced, the Lords of the Treasury will give their sanction to the acceptance of Mr. Hoare's offer; and they would further observe, with reference to the late Reports from the Commission on the Accommodation of Public Offices, that if either of the plans proposed may be eventually adopted, New-street will certainly be required in carrying it out.

I am, &c.

The Secretary to the Treasury. (signed) *Henry G. Lennox.*

(W.)

Sir, Treasury Chambers, 11 July 1868.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 30th ultimo, stating that the Lords Commissioners of the Admiralty, having had under consideration the urgent necessity for increased accommodation for the several departments under their control, have re-opened negotiations with Mr. Hoare for the purchase of his house, No. 14, New-street, Spring Gardens, and that an offer has been made by him to surrender the remainder of the lease, of which about 25 years are unexpired, for 7,750 *l.*, including all but legal expenses, which will be borne by the Admiralty. (E.)

I am to state, for the information of the Lords of the Admiralty, that, before my Lords decide upon the offer now made by Mr. Hoare, they request to be informed of the amount of the ground rent payable to the Crown in respect of the house in question.

I am, &c.

The Secretary to the Admiralty. (signed) *G. Sclater-Booth.*

(W.)

Sir, Admiralty, 14 July 1868.

IN reply to your letter of the 11th instant, requesting to be informed of the amount of ground rent payable to the Crown in respect of the house, No. 14, New-street, Spring Gardens, which the Admiralty are desirous of obtaining for increased office accommodation, I am directed by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords of the Treasury, that the amount of the ground rent would be 137 *l.* per annum.

I am, &c.

The Secretary to the Treasury. (signed) *Henry G. Lennox.*

(W.)

Sir, Treasury Chambers, 21 July 1868.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 14th instant, further respecting the proposal to purchase of Mr. Hoare, with a view to increased accommodation for the several Departments under the control of the Lords of the Admiralty, the remainder of the lease (of which about 25 years are unexpired) of his house, No. 14, New-street, Spring Gardens, for 7,750 *l.*, that sum to include all but the legal expenses, which will be borne by the Admiralty. I am to request that you will signify to the Lords Commissioners of the Admiralty my Lords' approval of the purchase.

I am, &c.

The Secretary to the Admiralty. (signed) *G. Sclater-Booth.*

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	(A.) EXPENDITURE, 1868-69.	Abate,— Amount included in Column (A.), on Account of Expenditure for Abyssinian Expedition, defrayed out of the Vote of Credit for the Abyssinian Expedition.	Net Ordinary Naval Expenditure, 1868-69.	ESTIMATE, 1868-69.
VOTE No. 12.				
MEDICINES AND MEDICAL STORES:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Hospital and Infirmary Provisions and Stores -	39,605 9 11	- - -	39,605 9 11	38,564 - -
B.—Medicines and Surgical Instruments - - -	10,911 18 11	5 17 10	10,906 1 1	8,500 - -
C.—Subsistence, &c. of Seamen, at Sick Quarters, &c.	19,528 1 3	53 11 -	19,474 10 3	16,100 - -
D.—Expense of carrying out Contagious Diseases Act, &c. - - - - - - - - -	15,741 8 3	- - -	15,741 8 3	12,500 - -
E.—Miscellaneous Disbursements, Medical Service -	2,294 4 11	- - -	2,294 4 11	2,500 - -
£.	88,081 3 3	59 8 10	88,021 14 5	78,164 - -
			Deficiency - - -	£. 9,857 14 5

* Copy of Application made to Treasury,

(X.)

Sir, Admiralty, 15 December 1868.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, that of 12,500 *l.* provided in the Estimates for 1868-69, under Vote 12, for carrying out the Contagious Diseases Act, 12,313 *l.* have already been expended, whilst payment to the amount understated will fall due before the close of the financial year.

	£. s. d.
Balance due on account of building Lock Wards at the Royal Albert Hospital, Devonport - - - -	777 12 11
One quarter's payment for maintenance of Beds in the same Hospital - - - - - - - -	1,350 - -
One quarter's payment for maintenance of Beds in Lock Wards at St. Bartholomew's Hospital, Rochester -	300 - -
One quarter's payment for maintenance of Beds in Lock Wards in Royal Portsmouth, Portsea, and Gosport Hospital - - - - - - - - -	1,100 - -
Sundry Allowances, Police Expenses, &c. - - -	500 - -
Total - - - £.	4,027 12 11

This Excess in the amount of expense incurred over that voted is very largely due to the fact that the calculations of the Architect to the Committee of the Royal Albert Hospital, as to the expense of completing the Lock Wards, have been throughout much too low, and my Lords have instructed their Director of Works to express to the Architect their dissatisfaction that Estimates so incorrect should have been continually presented.

It is satisfactory to my Lords, however, to be assured by the Director of Works that the buildings are substantial, and that the total cost has not been in excess of the usual expenditure of similar buildings elsewhere.

Under the circumstances I am to request that you will move the Lords Commissioners of Her Majesty's Treasury to signify their concurrence in the proposal of my Lords to order payment of the amounts stated above, as they become due, and are claimed by the several parties concerned.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.	CAUSES OF VARIATION.
£. s. d.	£. s. d.	
- -	1,041 9 11	Excesses: owing to the adoption of a new scale of Medicines, Bedding, Stores, Necessaries, and Surgical Appliances for the "Service Afloat."
- -	2,406 1 1	
- -	3,374 10 3	Excess: caused by increased Expenses incurred at Sick Quarters at Home and Abroad, more especially in China, as compared with the previous year, upon which the Estimate was framed.
- -	*3,241 8 3	Excess: arising from the expenses of carrying out the Contagious Diseases Act having been greater than were provided for, chiefly in connection with the Portsmouth Hospital, and Royal Albert Hospital, Devonport, an Excess of 4,027 *l.* 12 *s.* 11 *d.* was authorised by Treasury Letter of 5th February 1869.
205 15 1	- -	Surplus: arising from the casualties of the Service not having required the full provision made to meet them.
205 15 1	10,063 9 6	
£. 9,857 14 5		

and Treasury Reply, appended.

(X.)

Sir, Admiralty, 26 January 1869.

I AM directed by my Lords Commissioners of the Admiralty to request that you will draw the attention of the Lords Commissioners of the Treasury to their letter of the 15th of December, relative to Excess of Expenditure under Vote 12 of the Estimates for 1868–69, for carrying out the Contagious Diseases Act, and to request that you will favour my Lords with a reply thereto.

I am, &c.
(signed) *John Henry Briggs.*

The Secretary to the Treasury.

(X.)

Sir, Treasury Chambers, 5 February 1869.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letters of the 15th December (MM.), and 26th January last (S.), that my Lords approve of the several payments on account of the working of the Contagious Diseases Acts specified in your letter, and amounting together to the sum of 4,027 *l.* 12 *s.* 11 *d.*, being made as they fall due, although they may be in excess of the amount provided for this service in the Estimates of 1868–69.

I am, &c.
(signed) *William Law.*

The Secretary to the Admiralty.

Explanatory Statement of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 13. MARTIAL LAW AND LAW CHARGES:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Legal Department	10,437 18 2	13,014 – –	2,576 1 10	– –
B.—Courts Martial	2,097 17 6	1,500 – –	– –	597 17 6
C.—Naval Prison, Lewes	2,975 – 9	2,891 – –	– –	84 – 9
D.—Naval Prison, Malta	1,605 4 –	1,760 – –	154 16 –	– –
E.—Conveyance of Prisoners	1,354 14 3	1,200 – –	– –	154 14 3
£.	18,470 14 8	20,365 – –	2,730 17 10	836 12 6
Saving	£. 1,894 5 4		£. 1,894 5 4	

HEADS OF SERVICE.	(A.) EXPENDITURE, 1868-69.	Abate,— Amount included in Column (A.), on Account of Expenditure for Abyssinian Expedition, defrayed out of the Vote of Credit for the Abyssinian Expedition.	Net Ordinary Naval Expenditure, 1868-69.	ESTIMATE, 1868-69.
VOTE No. 14. MISCELLANEOUS SERVICES:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Piloting and Towing Her Majesty's Ships	9,163 7 9	– – –	9,163 7 9	9,000 – –
B.—Commanders in Chief, Expenses attendant on	4,245 – 6	– – –	4,245 – 6	4,000 – –
C.—Passage Money and Conveyance of Officers, Seamen, and Marines	62,346 16 6	13 14 1	62,333 2 5	55,000 – –
D.—Telegraphic Communications, Expense of	6,752 4 8	51 2 8	6,701 2 –	6,000 – –
E.—Compensation to Officers, &c. for Losses by Shipwreck	464 3 11	– – –	464 3 11	3,000 – –
Carried forward £.	82,971 13 4	64 16 9	82,906 16 7	77,000 – –

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.
Surplus: caused by diminished Law Charges as compared with the average Expenditure of previous years, on which the Estimate was based.
Excess: occasioned by the Expenses connected with Courts Martial having been greater than the estimated amount, based upon the average of the three preceding years' Expenditure; principally occasioned by the expenses attendant on the Court Martial on the Senior Naval Officer at Ascension.
Excess: caused by the Expenditure for Fuel and Lights having exceeded the Estimate, which has proved insufficient.
Surplus: arising from the Estimate for Prisoners' Clothing having proved in excess of the requirements, this being the first year in which a separate Estimate has been taken for this service.
Excess: occasioned by the Expenditure having exceeded the Estimate, which was based on the average Expenditure of the three preceding years.

EXPENDITURE,		CAUSES OF VARIATION.
Less than Estimate.	More than Estimate.	
£. s. d.	£. s. d.	
- -	163 7 9	Excesses: arising from the actual Expenditure having been more than the Estimate, which was based on the average payments of the three preceding years.
- -	245 - 6	
- -	7,333 2 5	Excess: arising from the claims for passages of Officers and Men, chiefly to and from the East and West India and China Stations having been more numerous than was anticipated when the Estimate was framed, which was based on the average Expenditure of previous years.
- -	701 2 -	Excess: caused by the actual Expenditure having been more than the Estimate, which was based on the average payments of previous years, and by the payment of an arrear claim relating to the previous year.
2,535 16 1	- -	Surplus: owing to fewer Casualties than usual.
2,535 16 1	8,442 12 8	

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	(A.) EXPENDITURE, 1868-69.	Abate,— Amount included in Column (A.), on Account of Expenditure for Abyssinian Expedition, defrayed out of the Vote of Credit for the Abyssinian Expedition.	Net Ordinary Naval Expenditure, 1868-69.	ESTIMATE, 1868-69.
VOTE No. 14. MISCELLANEOUS SERVICES—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	82,971 13 4	64 16 9	82,906 16 7	77,000 – –
F.—Contributions in aid of Sailors' Home - -	540 – –	- - -	540 – –	525 – –
G.—Contributions in aid of Religious and Charitable Institutions - - - - - - - - -	1,222 3 11	- - -	1,222 3 11	1,500 – –
H.—Per-centage to Banks, on Money remitted to Naval Accountants - - - - - - - -	1,520 19 5	- - -	1,520 19 5	1,500 – –
I.—Maintenance of a Floating Light Vessel at the Warner - - - - - - - - - -	370 – –	- - -	370 – –	370 – –
K.—Medals for Seamen and Marines - - - -	15 16 2	- - -	15 16 2	100 – –
L.—Rewards for Services against Pirates - -	2,000 – –	- - -	2,000 – –	2,000 – –
M.—Stamps on Contracts and on Officers' Commissions, &c. - - - - - - - - - -	8,870 2 3	- - -	8,870 2 3	7,000 – –
N.—Hire of Ships and Vessels - - - - -	2,012 12 –	30 – –	1,982 12 –	200 – –
O.—Assistance rendered to Her Majesty's Ships in in distress - - - - - - - - - -	181 6 4	- - -	181 6 4	500 – –
P.—Compensation for damage done by Her Majesty's Ships - - - - - - - - - -	3,276 18 3	- - -	3,276 18 3	4,000 – –
Q.—Gratuities for Wounds and for Special Services	8,143 12 5	105 3 10	8,038 8 7	5,000 – –
R.—Expense of Committees - - - - - -	4,612 15 5	- - -	4,612 15 5	3,000 – –
S.—Compensation to owners of Merchant Vessels for providing Substitutes for Volunteers - - - -	208 15 8	- - -	208 15 8	150 – –
Carried forward - - - £.	115,946 15 2	200 – 7	115,746 14 7	102,845 – –

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.	CAUSES OF VARIATION.
£. s. d.	£. s. d.	
2,535 16 1	8,442 12 8	
- -	15 - -	Excess: caused by the annual payment to the Queenstown Sailors' Home having been increased from 50 *l.* to 65 *l.* after the Estimates were prepared.
277 16 1	- -	Surplus: occasioned by fewer contributions having been made in aid of Religious and Charitable Institutions than were provided for in the Estimate, based on the average payments of previous years.
- -	20 19 5	Excess: this is merely the difference between an estimated and an actual Expenditure.
—	—	
84 3 10	- -	Surplus: arising from fewer Medals having been granted than were provided for.
—	—	
- -	1,870 2 3	Excess: caused by more having been paid for public advertisements than was provided for in the Estimate, consequent upon greater publicity being given to Contracts, and by charges for Stamps on Contracts in the previous year having been brought to account within the year 1868–69.
- -	1,782 12 -	Excess: caused by the hire of a Spanish steamer to convey the crew of H.M.S. "Gnat" from the Island of Balabar, where she was wrecked, to Manilla; and by the payment of an arrear claim for the balance of the hire of the "Brenda" and "Montezuma" for the Expedition to the White Sea for the relief of merchant seamen shipwrecked by the sudden closing-in of the ice.
318 13 8	- -	Surpluses: arising from the actual payments having fallen short of the Estimates, which were based on the average payments of previous years.
723 1 9	- -	
- -	3,038 8 7	Excess: caused by the amounts paid to officers, clerks, artificers, &c. not entitled to Pensions on their discharge from the Service, consequent on the general reductions in the Admiralty Establishments: to Widows of men killed in the Dockyards, and gratuities to officers and men for extra attendance, for performing superior duties, &c., having been greater than the average of previous years on which the Estimate was based.
- -	1,612 15 5	Excess: arising chiefly from the Expense of Committees on Greenwich Hospital, Yard Craft, Floating Obstructions, and the Ordnance Select Committee.
- -	58 15 8	Excess: arising from the actual Expenditure having been more than the Estimate, which was based on the average payments of previous years.
3,939 11 5	16,841 6 -	

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	(A.) EXPENDITURE, 1868-69.	Abate,— Amount included in Column (A.), on Account of Expenditure for Abyssinian Expedition, defrayed out of the Vote of Credit for the Abyssinian Expedition.	Net Ordinary Naval Expenditure, 1868-69.	ESTIMATE, 1868-69.
VOTE No. 14. MISCELLANEOUS SERVICES—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - - -	115,946 15 2	200 - 7	115,746 14 7	102,845 - -
T.—Books and Stationery for Schools - - -	3,256 11 10	- - -	3,256 11 10	3,500 - -
V.—Loss by Exchange - - - - - - -	222 1 2	- - -	222 1 2	4,000 - -
W.—Lodging Allowances to Officers, &c. of Her Majesty's Ships - - - - - - - -	6,516 15 6	- - -	6,516 15 6	7,000 - -
Z.—Iron-clad Ship for Victoria - - - -	48,557 11 5	- - -	48,557 11 5	50,000 - -
A 1.—Naval Savings Banks - - - - -	168 5 2	- - -	168 5 2	1,000 - -
A 2.—Miscellaneous Payments and Allowances -	9,492 - 11	- - 5 -	9,491 15 11	7,455 - -
£.	184,160 1 2	200 5 7	183,959 15 7	175,800 - -
		Deficiency - - -	£. 8,159 15 7	

(Y.)

Sir, Admiralty, 5 November 1868.

I AM commanded by my Lords Commissioners of the Admiralty to request that you will inform the Lords Commissioners of the Treasury that an Excess will arise in the present year's Navy Estimates on the Item Z, Vote 14, for the second moiety of the Admiralty contribution towards the construction of an iron-clad ship, the "Cerberus," for Victoria, New South Wales.

The Expenditure during the financial year upon this ship will amount to about 70,000 *l.*, to meet which there will be available the Item Z referred to, viz., 50,000 *l.*, and the proportionate contribution of the Colony of one-fifth of the cost, viz., 12,500 *l.*, leaving about 7,500 *l.* still to be provided, of which sum the Admiralty will have to provide four-fifths, or 6,000 *l.*, and the Colony 1,500 *l.*

The reason why the sum voted for "Cerberus" for the present year falls short of that required is, that the contractors failed to earn the full amount taken in the Estimates for 1867-68, and consequently the sum remaining to be paid during the present year exceeds that which was expected when the Estimates for the present financial year were prepared.

I am therefore to request that you will move the Lords of the Treasury to sanction the payment of this sum of 6,000 *l.* out of the Savings, if any, upon the other Items of Vote 14, or out of the Surplus on other Votes; observing that it will be impracticable to defer providing the sum till next financial year, as the contractors expect to complete the vessel in January 1869.

I am, &c.

The Secretary to the Treasury. (signed) *W. G. Romaine.*

each of the Sub-divisions of the Votes included in the foregoing Statement, &c.—*continued.*

EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.	CAUSES OF VARIATION.
£. s. d.	£. s. d.	
3,939 11 5	16,841 6 -	
243 8 2	- - -	Surplus: caused by the actual Expenditure having fallen short of the Estimate, which was based on the average payments of preceding years.
3,777 18 10	- - -	Surplus: caused by the net loss by Exchange having fallen short of the Estimate based on the results of previous years, arising chiefly from the increase in the fixed rate at which the Mexican dollar is issued to the officers and men in Her Majesty's ships, and from the more favourable rates of Exchange on foreign stations.
483 4 6	- - -	Surplus: caused by the actual Expenditure having fallen short of the Estimate, which was based on the average expenditure of previous years.
*1,442 8 7	- - -	Surplus: occasioned by less having been claimed by, and paid to, the contractors than was anticipated when the Estimate was framed.
831 14 10	- - -	Surplus: arising from the provision having been in excess of the requirements, the Savings Bank Act having been but a short time in operation.
- - -	2,036 15 11	Excess: chiefly occasioned by Captain Colomb's expenses in connection with his system of signals, and Captain Scott's expenses in relation to his running-in-and-out gear for heavy guns; by the freight of specie to the accountant at Hong Kong; by the expenses in connection with the visit of the Duke of Edinburgh to Australia; and by arrear charges from the Russian War—viz., the expenses attendant on procuring evidence as to blockade of ports in the Baltic; by compensation for the illegal detention of "Wilhelmina," and by withdrawal of claim for damage done to Her Majesty's ship "Pearl" by the French man-of-war "L'Hérault."
10,718 6 4	18,878 1 11	
£. 8,159 15 7		

* Copy of application made to Treasury and Treasury reply appended.

(Y.)

Sir, Treasury Chambers, 24 November 1868.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 5th, that my Lords approve of the temporary appropriation of the sum of 6,000 *l.*, being the amount required during the present financial year to be provided from Naval Funds for the completion of the armour-plated steamship "Cerberus," now building for service at Melbourne, out of the saving to be effected on Vote 14, as proposed by the Board of Admiralty.

I am, &c.

The Secretary to the Admiralty. (signed) *William Law.*

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
VOTE No. 15. HALF PAY, &c.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Half Pay, Reserved Pay, and Retired Pay -	688,074 10 9	700,166 - -	12,091 9 3	- -
Saving - - -	£. 12,091 9 3		£. 12,091 9 3	
VOTE No. 16. SECTION I. MILITARY PENSIONS:				
A.—Pensions for Good and Meritorious Services -	6,235 11 3	6,150 - -	- -	85 11 3
B.—Pensions for Conspicuous Bravery - - -	179 8 4	190 - -	10 11 8	- -
C.—Flag Officers' Retired Service Pensions - -	1,350 - -	1,500 - -	150 - -	- -
D.—Pensions to Commissioned and Warrant Officers	36,583 17 7	40,595 - -	4,011 2 5	-
E.—Pensions to Widows and Relatives of Officers Slain, &c.	11,561 14 9	11,113 - -	- -	448 14 9
F.—Pensions to Widows of Naval Officers - -	145,548 5 6	154,060 - -	8,511 14 6	- -
G.—Pensions to Widows of Marine Officers - -	9,706 8 4	11,396 - -	1,689 11 8	- -
H.—Compassionate List - - - - - - -	16,911 10 -	15,500 - -	- -	1,411 10 -
I.—Pensions to Old and Disabled Commissioned Officers.	4,970 17 7	5,025 - -	54 2 5	- -
K.—Pensions and Gratuities to Seamen and Marines	312,637 - 10	304,918 -	- -	7,719 - 10
£.	545,684 14 2	550,447 - -	14,427 2 8	9,664 16 10
Saving - - -	£. 4,762 5 10		£. 4,762 5 10	
VOTE No. 16. SECTION II. CIVIL PENSIONS:				
A.—Pensions, Civil, Salaried Officers - - -	78,656 13 1	91,435 - -	12,778 6 11	- -
B.—Pensions, Civil, Artificers, &c. - - - -	83,955 7 8	87,507 - -	3,551 12 4	- -
C.—Pensions, Civil, Coastguard - - - -	45,904 6 6	43,433 - -	- -	2,471 6 6
D.—Contribution in aid of a Pension Fund for the Metropolitan Police, &c.	884 13 11	1,123 - -	238 6 1	- -
£.	209,401 1 2	223,498 - -	16,568 5 4	2,471 6 6
Saving - - -	£. 14,096 18 10		£. 14,096 18 10	

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surplus: caused by a less number of Officers having been placed on Half Pay than was provided for when the Estimate was framed.

Excess: arising from fluctuations in the periods for which Pensions are claimed.

Surplus: - ditto - - - ditto.

Surplus: owing to a vacancy caused by death not having been filled up. Under O. C., 24th March 1866, these Pensions are abolished.

Surplus: arising from deaths of Pensioners and from Pensions unclaimed.

Excess: caused by fluctuations in the periods for which Pensions are claimed.

Surplus: arising from the deaths of Pensioners and from Pensions unclaimed.

Surplus: - ditto - - - ditto.

Excess: arising from the Grants made under this head having been greater than provided for.

Surplus: this is merely the difference between an estimated and an actual Expenditure.

Excess: arising from the Pensions granted during the year having greatly exceeded those which lapsed by deaths.

Surpluses: arising from casualties by death, and fluctuations in the period in which Pensions are claimed.

Excess: the list of civilians in the Coastguard is in course of reduction, and their places are supplied by men in the Effective Service Afloat.

Surplus: occasioned by a less number of men having been placed on Pension during the year than was provided for.

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE.	(A.) EXPENDITURE, 1868–69.	Abate,— Amount included in Column (A.) on Account of Expenditure for Abyssinian Expedition, defrayed out of the Vote of Credit for Abyssinian Expedition.	Net Ordinary Naval Expenditure, 1868–69.	ESTIMATE, 1868–69.
VOTE No. 17.				
FREIGHT, &c., ON ACCOUNT OF THE ARMY DEPARTMENT:	£. s. d.	£. s. d.	£. s. d.	£ s. d.
A.—Special Allowances to Officers and Men of Her Majesty's Troop Ships	2,751 17 5	- - -	2,751 17 5	2,800 – –
B.—Victuals, &c., Her Majesty's Troop Ships	24,577 10 2	- - -	24,577 10 2	27,900 – –
C.—Coals, Cabin Furniture, and other Stores, Her Majesty's Troop Ships	55,612 1 4	- - -	55,612 1 4	80,000 – –
D.—Medicines, Her Majesty's Troop Ships	481 18 –	- - -	481 18 –	400 – –
E.—Pilotage and other Miscellaneous Expenses, Her Majesty's Troop Ships	823 2 1	- - -	823 2 1	2,000 – –
F.—Freight, &c., of Ships on Monthly Pay	2,336,205 14 6	2,336,205 14 6	—	—
G.—Conveyance of Troops, Abroad and Homeward	146,785 17 7	63,742 6 3	83,043 11 4	14,200 – –
H.—Coals for Steam Transports and Freight Ships	443,318 12 8	443,318 12 8	—	—
I.—Freight of Army and Ordnance Stores, Abroad and Homeward	92,493 9 5	41,621 19 8	50,871 9 9	42,000 – –
K.—Intercolonial Conveyance of Troops and Mess	23,384 7 7	- - -	23,384 7 7	20,000 – –
L.—Intercolonial Freight of Army and Ordnance Stores	3,765 10 4	- - -	3,765 10 4	4,000 – –
Carried forward	3,130,200 1 1	2,884,888 13 1	245,311 8 –	193,300 – –

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.	CAUSES OF VARIATION.
£. s. d.	£. s. d.	
48 2 7	- -	Surplus: caused by Her Majesty's Troop Ships "Tamar" and "Orontes" being longer out of commission than was expected when the Estimate was framed, and by the numbers of the crews of Her Majesty's Troop Ships, borne for Victuals, being less than estimated, owing to leave and other causes.
3,322 9 10	- -	
24,387 18 8	- -	Surplus: owing to the supplies for Indian Overland Service being less than estimated, through Her Majesty's Ship "Crocodile" having been under repair, and the consumption of fuel in the ships reduced since previous year, on which the Estimate was based. To the "Adventure" in China, not having performed all the services allotted to her, and To Her Majesty's Ship "Himalaya" not having drawn all her coals for an extended Foreign Service within the financial year, as it was expected she would when the Estimate was framed.
- -	81 18 -	Excess: the actual requirement proved more than estimated.
1,176 17 11	- -	Surplus: caused by the Expenditure of the year being below the average upon which the Estimate was based.
—	—	
- -	68,843 11 4	Excess: caused by the unforeseen expenditure consequent on the conveyance of Troops in hired ships to Foreign Stations, the expense however of which was met by an equivalent saving on Her Majesty's Troop Ships; by the large number of Troops sent home from Foreign Stations, principally in Contract Packets; by the payment to the War Office for services relating to prior years; and of balances of Freight which, when the Estimate was framed, it was expected would become payable before the commencement of the financial year.
—	—	
- -	8,871 9 9	Excess: caused by the settlement of War Office claims for prior years, the removal of surplus Stores from New Zealand, and the unusually large shipments of Army Stores for Bermuda.
- -	3,384 7 7	Excess: the local movement of Troops in British North America was unusually large.
234 9 8	- -	Surplus: the expenditure proved below the average of previous years, upon which the Estimate was based.
29,169 18 8	81,181 6 8	

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under

HEADS OF SERVICE	(A.) EXPENDITURE, 1868-69.	Abate,— Amount included in Column (A.), on Account of Expenditure for Abyssinian Expedition, defrayed out of the Vote of Credit for Abyssinian Expedition.	Net Ordinary Naval Expenditure, 1868-69.	ESTIMATE, 1868-69.
VOTE No. 17.				
FREIGHT, &c., ON ACCOUNT OF THE ARMY DEPARTMENT—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	3,130,200 1 1	2,884,888 13 1	245,311 8 –	193,300 – –
M.—Mess Allowances to Army Officers, &c., Abroad and Homeward - - - - - - -	45,630 12 3	12,376 17 10	33,253 14 5	37,800 – –
N.—Freight of Ships on short Services - - -	7,406 18 11	- - -	7,406 18 11	7,800 – –
O.—Passage Money, Army - - - - - -	52,524 – 1	2,418 13 3	50,105 6 10	43,000 – –
P.—Fitting Transports and Freight Ships - -	15,886 1 10	14,139 15 8	1,746 6 2	200 – –
Q.—Bedding and other Stores for Troops - -	8,265 1 3	74 9 8	8,190 11 7	6,800 – –
R.—Forage and Stores for Horses - - - -	749 8 11	518 13 9	230 15 2	400 – –
S.—Pay and Contingent Expenses of Transport Officers Afloat, &c. - - - - - -	8,585 18 11	7,261 14 10	1,324 4 1	700 – –
T.—Provisions, &c., for Troops - - - - -	54,958 7 7	6,252 10 4	48,705 17 3	60,600 – –
£.	3,324,206 10 10	2,927,931 8 5	396,275 2 5	350,600 – –
Excess -	- - -	- - -	£. 45,675 2 5	
BALANCES IRRECOVERABLE - - - - - £.	4,223 4 10	- - -	4,223 4 10	- -

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.	CAUSES OF VARIATION.
£. s. d.	£. s. d.	
29,169 18 8	81,181 6 8	
4,546 5 7	- -	Surplus: caused by Her Majesty's Ship "Crocodile" having been unable, while under repairs, to perform one of her voyages on Indian service, and by the reduction effected in the cost of messing on board Her Majesty's Troop Ships.
393 1 1	- -	Surplus: arising from small differences between the estimated and the actual cost of services.
- -	7,105 6 10	Excess: caused by the withdrawal and re-charge to the Vote of claims for passages made upon India in prior years.
- -	1,546 6 2	Excess: caused by fitting the hired Ships referred to in the explanation under Sub-head G.
- -	1,390 11 7	Excess: the arrangements in progress when the Estimate was framed for the supply of Hospital Bedding to Her Majesty's Troop Ships were not completed in time to enable payment to be made before the commencement of the financial year as was expected.
169 4 10	- -	Surplus: the supplies for Horses occasionally carried in Her Majesty's Troop Ships were less than expected.
- -	624 4 1	Excess: caused by payment of balances of pay to Transport Officers in New Zealand whose return to this country was delayed longer than expected; and by the employment of a Transport Officer on board a hired ship bringing Invalids from Hong Kong.
11,894 2 9	- -	Surplus: caused by Her Majesty's Ship "Crocodile" not having performed one of her voyages on India Overland Troop Service, by the supplies sent to India being less than provided for, and by the stock of provisions for the use of Her Majesty's Troop Ships, the purchase of which caused an excess on the Vote for the previous year, not requiring replenishment to the extent of the estimated consumption by Troops in Her Majesty's Troop Ships.
46,172 12 11	91,847 15 4	
£. 45,675 2 5		
- -	4,223 4 10	For balances due to the Crown on the Cash Account of the Paymaster who deserted from Her Majesty's Ship "Victoria," and on the Cash Accounts of the Paymasters of Her Majesty's Ships "Investigator" and "Plover" at the time of their deaths, and for the expense of repairing the damage done to Her Majesty's Ship "Trinculo" by the Prussian barque "Amazone," found to be irrecoverable.

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
GREENWICH HOSPITAL AND SCHOOL:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
GREENWICH HOSPITAL:				
A.—Salaried Establishment (Admiralty) - - -	1,401 4 3	1,303 - -	- -	98 4 3
B.—Office of Comptroller of Greenwich Hospital Estates - - - - - - - - -	1,473 7 -	1,473 - -	- -	- 7 -
C.—Salaries and Allowances, Household and Infirmary	7,130 10 8	7,145 - -	14 9 4	- -
D.—Rates and Taxes - - ditto - -	350 19 11	280 - -	- -	70 19 11
E.—Lighting with Gas - - ditto - -	698 17 10	690 - -	- -	8 17 10
F.—Contingencies - - - ditto - -	2,261 19 10	2,089 - -	- -	172 19 10
G.—Wages - - - - - ditto - -	8,562 13 7	8,715 - -	152 6 5	- -
H.—Repairs and Maintenance of Buildings, ditto -	3,900 10 9	4,410 - -	509 9 3	- -
I.—Provisions, Clothing, Bedding, and Stores, ditto	13,078 2 7	11,100 - -	- -	1,978 2 7
K.—Medicines and Surgical Instruments, ditto -	654 1 7	500 - -	- -	154 1 7
L.—Money Allowances to In-Pensioners - -	2,741 7 9	2,800 - -	58 12 3	- -
M.—Superannuation Allowances, Household and Infirmary.	1,551 16 6	1,574 - -	22 3 6	- -
PENSIONS:				
N.—Pensions to Flag and other Officers - - -	4,919 18 11	5,485 - -	565 1 1	- -
O.—Pensions to Seamen - - - - - -	53,181 - -	56,592 - -	3,411 - -	- -
P.—Gratuities to Widows of Seamen, &c. - -	969 3 -	1,000 - -	30 17 -	- -
Carried forward - - - £.	102,875 14 2	105,156 - -	4,763 18 10	2,483 13 -

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Excess: arising from the employment of law stationers' clerks to assist in the extra work caused by awarding Greenwich Hospital Pensions, not provided for when the Estimate was framed.

Excess: this is merely a fractional difference.

Surplus: arising from the promotion of the Captain Superintendent to the rank of Rear Admiral before the end of the financial year, no successor being appointed, the duty having been carried on by the Captain Superintendent of Deptford Yard.

Excess: arising from five quarters' rates having been paid within the year, and for no amount having been provided in the Estimate for Easter Offerings.

Excess: this is merely the difference between an actual and estimated Expenditure.

Excess: caused by the payment of the salary of the Curator, and by the expense of the funeral of the late Governor of Greenwich Hospital, Sir James A. Gordon, not provided for in the Estimate.

Surplus: caused by several vacancies in the staff of Servants and Nurses not being filled up, and from other situations having been vacant for short periods.

Surplus: arising from a saving having been effected on the Drainage Works, and from the casualties having been less than were provided for.

Excess: caused by the average number of men borne having been greater than was estimated for, consequent on the recommendation of the Committee of 1868.

Excess: owing to the increased number of patients, and for medicines, &c., for the school and school infirmary not being made a separate charge.

Surplus: caused by the deaths of in-pensioners on the old scale of weekly money allowances; those admitted since the 6th April 1865 receiving only an allowance of 1*s.* a week.

Surplus: caused by death.

Surplus: arising from provision having been taken for Pensions to 10 Flag Officers, whereas only eight were in receipt thereof, and two of these for only a short period of the year.

Surplus: in consequence of the decrease by deaths of the number of men who left Greenwich Hospital on the 1st October 1865, and were in the receipt of money allowances, also in consequence of vacancies by deaths being filled up half yearly.

Surplus: this is merely the difference between an estimated and an actual Expenditure.

EXPLANATORY STATEMENT of the Sums Expended, "More or Less" than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE, 1868-69.	ESTIMATE, 1868-69.	EXPENDITURE, Less than Estimate.	EXPENDITURE, More than Estimate.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
GREENWICH HOSPITAL AND SCHOOL—*continued.*				
Brought forward - - -	102,875 14 2	105,156 - -	4,763 18 10	2,483 13 -
GREENWICH SCHOOL:				
Q.—Salaries and Allowances - - - - -	3,681 19 2	3,684 - -	2 - 10	- -
R.—Rents, Rates and Taxes - - - - -	402 8 9	404 - -	1 11 3	- -
S.—Lighting with Gas - - - - - -	197 9 3	180 - -	- -	17 9 3
T.—Contingencies - - - - - -	1,690 10 2	1,786 - -	95 9 10	- -
U.—Wages - - - - - - - -	3,448 8 3	3,472 - -	23 11 9	- -
V.—Repairs and Maintenance of Buildings - -	1,223 16 1	1,180 - -	- -	43 16 1
W.—Provisions, Clothing, Bedding, and Stores -	12,511 16 1	11,311 - -	- -	1,200 16 1
X.—Medicines and Surgical Instruments - -	- - -	100 - -	100 - -	- -
Y.—Superannuation Allowances - - - -	335 9 4	335 - -	- -	- 9 4
£.	126,367 11 3	127,608 - -	4,986 12 6	3,746 3 9
Saving - - -	£. 1,240 8 9		£. 1,240 8 9	

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.
Surplus: this is merely a fractional difference.
Surplus: this is merely a fractional difference.
Excess: this is merely the difference between an actual and an estimated Expenditure.
Surplus: arising from the Expenditure for Books, Stationery, Washing, &c. having been less than estimated for.
Surplus: caused by vacancies not having been filled up for short periods.
Excess: caused by the casualties having been greater than were anticipated.
Excess: arising from a larger amount having been required for Boys' Clothing, Stores, &c. than was estimated.
Surplus: the Medicines for the School having been supplied from the General Infirmary Store.
Excess: this is merely a fractional difference.

BALANCE SHEET, showing the LEDGER BALANCES on the 30th September 1869, the Date on which the Annual Account of NAVAL RECEIPT and EXPENDITURE was closed;—also, the Proportion of the AVAILABLE BALANCE remaining on that Day applicable to the still open Account of 1869-70.

N.B.—To obviate the necessity of introducing into the following Statement the separate results of all the Accounts, the Balances in the Ledger are shown in *Classes*, except in those instances in which it has been deemed advisable to add special explanations, with the view of illustrating the principle upon which the Account has been prepared, and the final Balance struck. The Account of Receipt and Expenditure is one of Receipts and Payments within the Year, and has been kept open for Six Months after the Expiration of the Year to which it refers, under the authority of Parliament, that all Payments posted within that period, relating to the service of the past year, might be included in it, and the whole Expenditure on Imprest be finally audited before declaring the Balance. The postings of the Receipts and Payments comprised in that Account being therefore spread over a period of Eighteen Months, the proof of the correctness of the Expenditure, as compared with the Grants of 1868–69, may be shown either by the Balances which remained in the Books at the date to which the Account of Receipt and Expenditure extends (viz., 31st March 1869), or by those which remained at the Date when it was definitively closed (viz., 30th September 1869). The Balance Sheet of the latter date is given, as it exhibits a more complete Statement of the Accounts.

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	*Dr.* £.	s.	d.	*Cr.* £.	s.	d.
1	HER MAJESTY'S EXCHEQUER:						
	For Balance of Grants for the Naval Service unissued on the 30th September 1869	4,946,641	–	–	—		
1	HER MAJESTY'S EXCHEQUER (Greenwich Hospital Account):						
	For Balance of Grants for the Service of Greenwich Hospital and School, unissued on the 30th September 1869	160,205	–	–	—		
1	HER MAJESTY'S EXCHEQUER (Old Store and Extra Receipt Moneys Account):						
	There is no Balance on this Account, the transfer bill to the Exchequer being charged in the Ledger to the debit of the Account simultaneously with the transfer of the Net Credits on account of the Naval Old Store and Extra Receipt Moneys from their respective heads	—			—		
1	HER MAJESTY'S PAYMASTER GENERAL (Cash):						
	For Navy Cash Balance on the 30th September 1869	22,136	1	10	—		
1	BILLS PAYABLE:						
	For Bills issued for Payment, but remaining unpaid on the 30th September 1869	–	–	–	147,133	2	5
1	OUTSTANDING BILLS, DRAFTS, &c.:						
	For Bills drawn by Accounting Officers not presented for payment, and which have been outstanding for more than six years	–	–	–	4,657	7	2
1	SALARY LISTS:						
	For amount of Salaries on account of the Naval Department unpaid or paid, but included in Accounts not passed on the 30th September 1869	–	–	–	78,711	5	7
1	PRIZE REMITTANCES:						
	For Repayments from Prize Funds, of Prize Money paid by Naval Accountants, which payments were not brought to account in the Ledger on the 30th September 1869	–	–	–	689	15	4
1	GREENWICH HOSPITAL INCOME ACCOUNT:						
	For Receipts due to Greenwich Hospital Funds for the Freight of Treasure, &c., in Her Majesty's Ships, &c., the Payments transferring which, to those Funds, were not brought to account in the Ledger on the 30th September 1869	–	–	–	2,719	4	3
1	SICK MESS FUND:						
	For Value of the Savings of Rations of Seamen on board Her Majesty's Ships while on the Sick List, from which a fund is formed for the purchase of medical comforts	–	–	–	3,816	3	9
10	Carried forward £.	5,128,982	1	10	237,726	18	6

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	*Dr.* £. s. d.	*Cr.* £. s. d.
10	Brought forward	5,128,982 1 10	237,726 18 6
1	PROPERTY AND INCOME TAX: For Deductions on account of the Naval Department remaining to be paid to the Receiver General of Inland Revenue (Stamps and Taxes)	- - -	5,969 16 2
1	DEPOSITS FOR MARINE OFFICERS' EQUIPMENTS: For Amount of Outstanding Deposits on account of the outfit of Gentlemen Cadets at the Royal Naval College, Portsmouth, previous to their receiving Commissions in the Royal Marines, the Accounts for the Disbursements of such Deposits having not yet been allowed	- - -	708 1 7
5	CREDITS OF MARINES: For Balance of Deposits by Marines in the hands of the Divisional Paymasters, and standing to their Credit in the Marine Ledger, and a debit balance on the 30th September 1869	11 17 –	1,739 – 6
6	CREDITS OF HOSPITAL PATIENTS: For Value of Money and Effects of deceased and other Patients in Haslar, Plymouth, Haulbowline, Yarmouth, Jamaica, and Greenwich Hospitals, taken on public charge by the Accountant Officers of those Establishments until claimed	- - -	1,070 2 –
2	CREDITS OF PRISONERS: For Value of Money belonging to Prisoners taken on charge by the Governors of Lewes and Malta Naval Prisons	- - -	22 5 2
1	GREENWICH HOSPITAL IN-PENSIONERS DEAD EFFECTS: For Cash belonging to Patients on their decease, and remaining to be paid over to their legal representatives	- - -	18 2 3
1	NAVAL SAVINGS BANKS: For Deposits in Naval Savings Banks by Seamen and Marines of the Royal Navy	- - -	38,554 8 4
7	MARINE DIVISIONAL PAYMASTERS: For Balances standing as Imprest, &c. against them on the 30th September 1869	174,476 14 1	—
29	NAVAL AND VICTUALLING CASHIERS, STOREKEEPERS, AND ACCOUNTANTS, HOSPITAL AGENTS, PACKET AGENTS, AND PAYMASTER OF ADMIRALTY CONTINGENCIES, &c. AT HOME: For Balances standing as Imprest, &c. against them, and a Credit Balance on the 30th September 1869	1,015,599 6 9	3 16 9
39	NAVAL AND VICTUALLING STOREKEEPERS AND ACCOUNTANTS, AND HOSPITAL INSPECTORS, &c., ABROAD: For Balances standing as Imprests, &c. against them, and Credit Balances on the 30th September 1869	281,998 19 8	18,409 9 9
23	RECRUITING OFFICERS: For Balances standing as Imprests, &c. against them on the 30th September 1869	3,145 5 3	—
12	CONSULS' ACCOUNTS: For Balances standing as Imprests, &c. against them, and a Credit Balance on the 30th September 1869	84 13 –	17 6 11
20	PAYMASTERS OF COAST GUARD DISTRICTS ON SHORE: For Balances standing as Imprests, &c. against them on the 30th September 1869	212,635 19 11	—
157	Carried forward £	6,816,934 17 6	304,239 7 11

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Dr. £.	s.	d.	Cr. £.	s.	d.
157	Brought forward	6,816,934	17	6	304,239	7	11
14	PAYMASTERS OF ROYAL NAVAL RESERVE DRILL SHIPS: For Balances standing as Imprests, &c. against them, and Credit Balances on the 30th September 1869	26,972	14	5	—	18	2
467	PAYMASTERS OF HER MAJESTY'S SHIPS AND VESSELS: For Balances standing as Imprests, &c. against them, and Credit Balances on the 30th September 1869	728,553	1	10	25,284	11	3
20	MISCELLANEOUS ACCOUNTANTS: For Balances standing as Imprests, &c. against them, and Credit Balances on the 30th September 1869	4,161	14	11	136	10	—
216	PRIVATE INDIVIDUALS: For Wages of Dockyard Workmen employed on behalf of Private Individuals in the repair of Vessels, &c., not yet repaid, and from repayments for Work done, &c. in 1869–70, the charges for which have not yet been brought to Account	4,133	2	10	2,781	2	11
1	J. LAMONT, HONG KONG (ON BEHALF OF THE WHAMPOA DOCK COMPANY): For Balance of Amounts advanced on the 11th February 1864 and the 29th March 1866, to assist him in the construction of a Dock at Aberdeen, Hong Kong	10,508	14	7	—		
1	A. GABRIELLI, CONTRACTOR, CHATHAM: For Advances under his Contract, to be repaid by instalments, on account of Plant in use for the Extension Works at Chatham	7,050	—	—	—		
1	LEATHER, SMITH & CO., CONTRACTORS, PORTSMOUTH: For Advances under their Contract, to be repaid by instalments, on account of Plant in use for the Extension Works at Portsmouth	11,500	—	—	—		
5	ADMIRALTY BROKERS, FOR THE PURCHASE OF NAVAL AND VICTUALLING STORES: For Balances standing as Imprests, &c. against them in the Ledger, on the 30th September 1869	43,850	—	—	—		
1	TREASURY CHEST FUND (INDIAN EXPENDITURE FOR THE ABYSSINIAN EXPEDITION): For Amount due on the 30th September 1869 by the Naval Department on account of Advances made from the Treasury Chest Fund to the Secretary of State for India, to defray expenses incurred in connection with the Abyssinian Expedition (the repayment for which was not made till after the 30th September 1869)	-	-	-	415,574	14	4
1	TREASURY CHEST ADVANCE ACCOUNT, 1868–69: For Balance due by the Naval Department on account of Advances from the Chests in the Colonies for Naval Services, in the Year 1868–69	-	-	-	5,446	5	2
1	TREASURY CHEST ADVANCE ACCOUNT, 1869–70: For Amount outstanding on the repayments by the Naval Department on account of Advances from the Chests for Naval Services, in the Year 1869–70	420,000	—	—	—		
885	Carried forward £.	8,073,664	6	1	753,463	9	9

Number of Accounts.	DESCRIPTION OF ACCOUNTS.			Dr.			Cr.		
				£.	s.	d.	£.	s.	d.
885	Brought forward			8,073,664	6	1	753,463	9	9
1	TREASURY CHEST ACCOUNT, 1868–69:								
	For Amount of Advances from the Chests on account of Naval Services, as per advices received for the Year 1868-69, not claimed on the 30th September 1869						36,934	–	–
1	TREASURY CHEST ACCOUNT, 1869–70:								
	For Amount of Advances from the Chests on account of Naval Services, as per advices received for the Year 1869-70, not yet claimed						195,764	11	1
2	TREASURY:								
	For the following Balances, viz.:								
	1. For Advances by the Naval Department in 1868–69 and 1869–70, for Works at the Harbour of Refuge at Portland		£. s. d. 8,118 4 3						
	Abate,—	£. s. d.							
	For value of Stone supplied from the Harbour Works at Portland, for the service of New Works, &c., at the Dockyards, Marine Barracks, &c., in the Year 1868–69	1,899 19 4							
	For Royalty and working charges on Water supplied from the Works at Chene to Verne Citadel, Portland, in 1867 68, and to Portland Prison in 1867-68 and 1868-69; and for Rents of Premises, &c., in the neighbourhood of the Harbour of Refuge at Portland. To be paid into Her Majesty's Exchequer	386 12 5							
			2,286 11 9						
				5,831	12	6	–		
	2. For advances out of Naval Grants in 1868-69 on account of the Pay of Dr. R. O. Cunningham, Naturalist, for services in the Straits of Magellan and adjacent coasts		188 10 3						
	For advances by the Paymaster of Her Majesty's ship "Galatea," to H.R.H. the Duke of Edinburgh, 22nd February and 8th March 1869		450 – –						
	For allowance to Mannal Vacca, an African Chief detained as a Prisoner of War at Ascension; for freight of dollars for use of Commissariat, and other Miscellaneous Charges		89 17 3						
				728	7	6	–		
889	Carried forward		£.	8,080,224	6	1	986,162	–	10

Number of Accounts.	DESCRIPTION OF ACCOUNTS.			Dr.	Cr.
				£. s. d.	£. s. d.
889	- - - - - - - - - - Brought forward - - -			8,080,224 6 1	986,162 - 10
1	SECRETARY OF STATE FOR THE HOME DEPARTMENT:				
	For advances out of Naval Grants in the Year 1868–69, for Armlets for Special Constables, purchased at Deptford - -			12 13 4	—
1	SECRETARY OF STATE FOR WAR:				
	For value of Provisions, Bedding, &c., supplied for the Commissariat Service, for Garrisons Abroad, &c., in the Years 1867–68 and 1868–69 - - - - - - - -	£. s. d. 5,941 15 11			
	For Wages of Dockyard Workmen in the Years 1867–68 and 1868–69, employed making Gun-carriages, Gun-gear, &c., for the War Department - - - - - - - -	18,520 14 11			
	For allowance to Naval Storekeeper, Pay of Foreman, &c. in charge of Ordnance Stores at Esquimalt in 1868–69 - - - - -	1,079 10 4			
	For Ordnance Stores purchased for Her Majesty's Ships - - - - - -	2,714 2 2			
	For amount due to the Naval Department, for messing of Army Officers in Her Majesty's Ships at Annesley Bay - - - - -	267 - -			
	For value of Gas supplied for service of the War Department; for Pensions paid by Naval Accountants; for Salary, Travelling Expenses, &c. of Dockyard Officers when employed on the service of the War Department; and for numerous other Miscellaneous Charges - -	896 19 1			
		29,420 2 5			
	Abate,—	£. s. d.			
	For amount due by the Naval Department for the Conveyance of Troops, Passages of Army Officers, and Freight of Army Stores - - - -	183 5 10			
	For amount withdrawn from claim on War Department, for supplies to Commissariat Service in Christmas Quarter 1867 - - - - -	1,016 13 7			
	For amount recovered for Bounty to Marines fraudulently Enlisted in the Line; for Arms damaged, lost by neglect, &c.; for demurrage of Lighters; for sale of War Office Stores: and for abatements from Claims for Freight on account of the Expense of conveying Troops to join Transports, &c. - -	490 1 10			
			1,690 1 3		
				27,730 1 2	—
891	- - - - - - - - Carried forward - - - £.			8,107,967 - 7	986,162 - 10

Number of Accounts.	DESCRIPTION OF ACCOUNTS.				Dr.			Cr.		
					£.	s.	d.	£.	s.	d.
891	- - - - - - - - - - Brought forward - - -				8,107,967	–	7	986,162	–	10
1	SECRETARY OF STATE FOR WAR (NAVAL AND GREENWICH HOSPITAL PENSION ACCOUNT, 1869–70):									
	For Advances on account of Payments for Pensions, in 1869–70 -				172,000	–	–	—		
1	SECRETARY OF STATE FOR FOREIGN AFFAIRS:									
	For Advances out of Naval Grants on account of the Passages of Consular Officers, &c. -	£.	s.	d.						
		637	10	11						
	For Amount paid into the hands of the Consul at Newchang, by the Officer in Command of a Detachment of Royal Marines there - -	329	7	6						
	Abate,—	966	18	5						
	For amount transferred for the Passages of Consular Officers, the Charges for which are not yet brought to account - - - - -	64	12	6						
					902	5	11	—		
1	COLONIAL DEPARTMENT:									
	For Advances out of Naval Grants on account of the Moiety of the Expenses of Dredging Vessels, and Mud Pontoons, and for constructing Wharf Walls, &c., at Malta Harbour - - - -	12,107	15	1						
	For Wages of Dockyard Artificers employed in fitting the "Nelson" and for value of Provisions, &c. supplied to that Vessel for the Colony of Victoria - - - - - -	16,858	13	9						
	For Advances out of Naval Grants on account of the Passages, &c. of Officers connected with the Colonial Department in the Colonies - -	324	15	8						
	For excess of Advances by the Naval Department on account of the Coast Surveys in progress in Australia, a portion of the expense of which is chargeable to the Colonial Governments -	297	9	2						
	For Advances out of Naval Grants on account of Conveyance of Stores to Vancouver's Island -	518	1	1						
	For Advances out of Naval Grants on Account of Pay and Allowances of Officers, &c. of the Coastguard Station at Heligoland - - - -	579	12	6						
	For value of Provisions and Stores supplied to Colonial Steamers, and other Miscellaneous Charges - - - - - - - -	235	14	6						
	Abate,—	30,922	1	9						
	For Amount transferred for the Passages, &c. of Officers connected with the Colonial Department, for Colonial Pay due to Royal Marines for Service in Queensland, &c., the Charges for which have not yet been brought to account -	496	11	10						
					30,425	9	11	—		
1	SECRETARY OF STATE FOR INDIA IN COUNCIL (OVERLAND TROOP SERVICE ACCOUNT):									
	For Advances out of Naval Grants on Account of the Pay of Officers and Wages of the Crews of the five Troop Transports, "Crocodile," "Euphrates," "Jumna," "Malabar," and "Serapis," in 1867–68, and 1868–69; for supplies of Clothing in 1868–69; and for other Miscellaneous Expenses incurred in connection with those Vessels - - - - - - - - -				29,683	19	7	—		
895	- - - - - - - - Carried forward - - - £.				8,340,978	16	–	986,162	–	10

Number of Accounts.	DESCRIPTION OF ACCOUNTS.			Dr.	Cr.
				£. s. d.	£. s. d.
895	Brought forward			8,340,978 16 –	986,162 – 10
1	SECRETARY OF STATE FOR INDIA IN COUNCIL (MISCELLANEOUS ACCOUNT):				
	For outstanding Balance on Claims by the Naval Department, between the Years 1857 and 1865, after writing off to the debit of the account of the "Secretary of State for India (China War Advances)" the Expenditure incurred for that War	£. s. d. 12,804 17 4			
	For Advances out of Naval Grants on account of the Hire and Fittings, &c. of Transport and Freight Ships employed in conveying Troops to India; also for Supplies of Provisions and Stores for the same, from 1857 to the 30th September 1869	40,211 5 3			
	For Advances out of Naval Grants on account of the Entertainment of Lord Elgin on board the "Feroze," Indian Navy	1,346 17 3			
	For amount advanced by the Commissariat in China, to the Clerk in charge of the "Berenice," Indian Navy, and repaid by the Victualling Storekeeper at Hong Kong	1,458 6 8			
	For Wages of Dockyard Workmen, and travelling Expenses, &c. of Officers, &c. superintending construction of "Abyssinia" and "Magdala" for Indian Government, and removing Cable from "Calcutta," at Devonport, in Lady Quarter 1869	900 1 6			
	For other Miscellaneous Charges	201 2 9			
		56,922 10 9			
	Abate,—				
	For the Entertainment of Officers of the Indian Government on board Her Majesty's Ships, the Charges for which are not yet brought to account	£. s. d. 181 5 7			
	For advance on the 29th February 1868 to Mr. F. N. Bowling, Transport Officer in Abyssinia, by Treasurer of Abyssinian Field Force, not yet repaid	500 – –			
			681 5 7		
				56,241 5 2	—
1	SECRETARY OF STATE FOR INDIA IN COUNCIL (CHINA WAR ADVANCES):				
	For outstanding Balance due to the Naval Department, for Expenses incurred, and Advances made to Paymasters of Ships of the Indian Navy employed in the China War, from 1859 to 1864			53,659 9 11	—
1	POST OFFICE DEPARTMENT (PACKET SERVICE ACCOUNT):				
	For Advances out of Naval Grants on account of Salaries of Agents, and other Incidental Charges in 1868–69 and 1869–70			2,643 11 4	—
898	Carried forward		£.	8,453,523 2 5	986,162 – 10

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Dr. £. s. d.	Cr. £. s. d.
898	Brought forward	8,453,523 2 5	986,162 – 10
1	POST OFFICE DEPARTMENT (MISCELLANEOUS ACCOUNT): For Advances out of Naval Grants on account of Passages of Officers belonging to the Post Office in 1869–70	75 15 3	—
1	DIRECTORS OF CONVICT PRISONS: For Advances out of Naval Grants on account of the Transportation of Convicts in 1868–69, and for Value of Provisions and Stores supplied for Convict Service in 1868–69 and 1869–70	734 – 9	—
1	BOARD OF TRADE (ROYAL NAVAL RESERVE ACCOUNT): For Advances out of Naval Grants on account of Expenses incurred for the Royal Naval Reserve in 1869–70	60,000 – –	—
1	BOARD OF TRADE (MARINE DEPARTMENT): For Advances out of Naval Grants in 1868–69 on account of the Supply, Freight, &c. of Lighthouse Stores, and for Expenses incurred on account of the Subsistence and care of Distressed British Seamen	12 1 11	—
1	CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE: For Value of Books supplied through the Naval Department to the "Méeanée" Hospital Ship, the Amount, recoverable from Army Funds, not having been repaid on the 30th September 1869	– – –	53 8 2
1	COMMITTEE OF PRIVY COUNCIL ON EDUCATION: For Advances out of Naval Grants to meet Expenses in connection with the School of Naval Architecture at South Kensington in the year 1866–67, not yet repaid	206 2 6	—
1	COMMISSIONERS OF HER MAJESTY'S WOODS AND FORESTS: For Advances out of Naval Grants on account of the Wages and Travelling Expenses of Dockyard Workmen employed at Kew Gardens in 1867–68	23 7 4	—
1	EXCHEQUER AND AUDIT DEPARTMENT: For an Advance out of Naval Grants on account of Freight on a parcel for the Audit Office, on the 9th July 1869	– 7 6	—
1	THE LORD HIGH ADMIRAL, OR COMMISSIONERS OF THE ADMIRALTY FOR THE TIME BEING, ON ACCOUNT OF COLONIAL DOCKS: For Advances made to Naval Funds out of the Consolidated Fund for the purpose of Loans under the Colonial Docks Loan Act of 1865 (28 & 29 Vict. c. 106)	– – –	10,928 14 7
1	BOARD OF CUSTOMS: For Advances out of Naval Grants for Supplies, &c. to Revenue Cruizers and Vessels employed on Quarantine Service in 1866–67	15 9 9	—
1	OFFICE OF PUBLIC WORKS IN DUBLIN (COMMISSIONERS OF PUBLIC WORKS IN IRELAND): For Advances out of Naval Grants on account of repairs to Coast-guard Buildings in Ireland in 1868-69	104 14 3	—
909	Carried forward £.	8,514,695 1 8	997,144 3 7

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	*Dr.* £.	s.	d.	*Cr.* £.	s.	d.
909	Brought forward	8,514,695	1	8	997,144	3	7
1	PRIVY COUNCIL OFFICE: For Wages of Dockyard Workmen employed in fitting, &c. Vessels for Quarantine Service in 1868–69	84	4	–	—		
1	COLONY OF VICTORIA: For Amount repayable by the Colony, being one-fifth of the payments made out of Naval Grants in 1868–69, on account of the Construction of the Iron Clad Turret-ship "Cerberus," for the defence of Melbourne	12,139	7	10	—		
1	AUSTRIAN GOVERNMENT: For Repayment on account of Wages of Dockyard Workmen employed testing armour-plates of "Lissa," at Portsmouth, in Midsummer Quarter 1869, the charge for which was not brought to account on the 30th September 1869	-	-	-	16	6	3
1	CHILIAN GOVERNMENT: For Value of Provisions supplied from Her Majesty's Ship "Nassau" in March 1868	4	4	9	—		
1	DANISH GOVERNMENT: For Advances out of Naval Grants on account of the Pay of two Danish Officers serving in Her Majesty's Navy in 1868–69	44	–	–	—		
1	DUTCH GOVERNMENT: For Advances out of Naval Grants on account of the Wages of Dockyard Workmen, employed at the Cape of Good Hope, on Dutch War Vessel "Marnix," in Christmas Quarter 1868	39	10	8	—		
1	EGYPTIAN GOVERNMENT: For Advances out of Naval Grants in 1868-69, for Wages of Dockyard Workmen employed on Work for the Egyptian Government at Malta	13	4	2	—		
1	HANSEATIC GOVERNMENT: For Advances out of Naval Grants for Wages of Men employed on relief of the Emigrant Ship "Hertha," and for raising private Moorings in 1865-66 and 1866-67	31	16	3	—		
1	ITALIAN GOVERNMENT: For Advances out of Naval Grants for Work done at Malta Yard, in Lady Quarter 1869	41	10	6	—		
1	JAPANESE GOVERNMENT: For Repayment to Naval Funds on account of the Pay and other expenses of Officers of Her Majesty's Navy, employed as Instructors in the Japanese Navy, the charges for which had not been brought to account on the 30th September 1869	-	-	-	973	14	5
1	PORTUGUESE GOVERNMENT: For Advances out of Naval Grants for Work done to Corvette "Bartholomew Diaz," at Devonport, in Lady Quarter 1869	45	1	9	—		
1	PRUSSIAN GOVERNMENT: For Advances out of Naval Grants on account of Extra Pay to men of H. M. S. "Defence," making and fitting awnings for "Frederic Karl," on the 6th July 1868	1	7	6	—		
921	Carried forward £.	8,527,139	9	1	998,134	4	3

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Dr. £.	s.	d.	Cr. £.	s.	d.
921	- - - - - - - - - Brought forward - - -	8,527,139	9	1	998,134	4	3
1	SPANISH GOVERNMENT: For Advances out of Naval Grants for repairing Anchor of the "Gerona," at Devonport, in Christmas Quarter 1865 - -	-	10	3	—		
1	SWEDISH GOVERNMENT: For Advances out of Naval Grants for Travelling Expenses of Officers in Lady Quarter 1867, inspecting manufacture of Plate Iron for Swedish Government - - - - - - - -	10	7	10	—		
1	TURKISH GOVERNMENT: For Advances out of Naval Grants for Wages of Men employed at Malta Naval Yard, repairing Turkish Frigate "Mahmoudieh," in Lady Quarter 1869 - - - - - - - - - -	236	17	7	—		
1	UNITED STATES GOVERNMENT: For Advances out of Naval Grants for Wages of Men employed on Work for the United States Government at Malta Naval Yard in Midsummer Quarter 1868 - - - - - - - -	-	19	8	—		
1	DONATION WAR BATTA MONEY TO MARINE BRIGADE IN CHINA: For Balance remaining unpaid out of Amount received from the War Department on account of the difference between Indian and Imperial Pay and Allowances to Marine Officers, &c. -	-	-	-	481	5	9
1	EAST INDIA WAR BATTA MONEY: For Balance remaining unpaid out of Amount received from the East Indian Government for distribution amongst the Officers and Seamen of Her Majesty's Ships employed in the Naval Brigade in India - - - - - - - - - - -	-	-	-	663	-	1
1	KAHDING PRIZE MONEY ACCOUNT: For Balance remaining unpaid out of the Naval Share of the Booty captured from the Taepings at Kahding, by the combined French, Chinese, and British Forces - - - - - - - - -	-	-	-	77	18	1
1	CRIMEAN FIELD ALLOWANCE ACCOUNT: For Balance remaining unpaid of Amount received from War Department for the payment of Field Allowance to Marines employed in the Crimea - - - - - - - - - -	-	-	-	4	5	6
23	OLD STORE AND EXTRA RECEIPT MONEYS ACCOUNT: For Receipts on Account of the Sale of Unserviceable Naval Stores, &c., and for Supplies of Serviceable Naval Stores, &c., to other Departments of Government, paid over Quarterly to the Exchequer; and for debit Balance under the detailed head of "Repayments Medical" - - - - - - - -	173	14	5	93,909	18	9
	NET AVAILABLE BALANCE on the 30th September 1869 -	-	-	-	7,434,291	6	5
952	£.	8,527,561	18	10	8,527,561	18	10

Number of Accounts.	DESCRIPTION OF ACCOUNTS.						AMOUNT.		
							£.	s.	d.
952	Net available Balance on the 30th September 1869						7,434,291	6	5
	As the foregoing Balances include Sums belonging to the Account for the Year 1869–70, the following Statement of the Amount due on the Grants for that Year is given, in order to show the state of the Grants for 1868–69 on the 30th September 1869, when the Account for that Year was closed, viz.:—								
		£.	s.	d.	£.	s.	d.		
	Grants for Naval Services for the Year 1869-70, per Act 32 & 33 Vict. c. 93, s. 11	9,996,641	–	–					
	Grants for Advances for Greenwich Hospital and School, per Act 32 & 33 Vict. c. 93, s. 24	132,597	–	–					
					10,129,238	–	–		
254	Deduct,—Net Expenditure for Naval Services for the Year 1869–70, passed to Account up to the 30th September 1869, the Date when the preceding Balances were struck	2,018,947	9	4					
27	Net Expenditure for Greenwich Hospital and School Services for the Year 1869-70, passed to Account up to the 30th September 1869, the Date when the preceding Balances were struck	19,874	3	10					
					2,038,821	13	2		
	Net Amount due on the Grants for 1869-70							8,090,416	6 10
						£.		656,125	– 5
	Add,—Unappropriated Balance of Grants for Advances for Greenwich Hospital and School Services for the Year 1868–69							1,240	8 9
	Excess of Expenditure beyond the Grants for 1868–69					£.		657,365	9 2
	Less,—Transfers out of the Vote of Credit for the Abyssinian Expedition, to make good further Expenditure incurred for that Service in Excess of the Ordinary Navy Grants for 1868–69, viz:—								
					£.	s.	d.		
	31 October 1869				80,375	–	5		
	31 October 1869				415,574	14	4		
	15 February 1870				161,415	14	5		
1,233								657,365	9 2

Number of Accounts.	DESCRIPTION OF ACCOUNTS.				AMOUNT.		
					£.	s.	d.
1,233	The same result may be obtained from the Balance Account, dated 31st March 1869, viz.:—						
	Net available Balance on Grants for Naval Services in 1868-69 on the Books on the 31st March 1869, including an Advance, as Imprest, of 500,000*l.* out of the Vote of Credit for the Abyssinian Expedition - - - - - - - - - - - -	£.	s.	d.			
		4,519,590	6	5			
	Ditto - - on Grants for Advances for Greenwich Hospital and School for 1868-69 - - - - - - - - - -	73,773	17	10			
					4,593,364	4	3
	Add,—Amounts appropriated out of the Vote of Credit for the Abyssinian Expedition to meet in part the excess upon such ordinary grants, viz. :—						
	Transferred on 31st August 1869 - - - -	507,769	8	1			
	Ditto - - 30th September 1869 - - -	1,246,959	9	7			
					1,754,728	17	8
					6,348,093	1	11
	Net Expenditure for Naval Services for the Year 1868-69, passed to Account subsequently to the 31st March 1869, when the preceding Balances were struck - - - - - - - -	6,931,684	13	3			
	Ditto - - for Greenwich Hospital and School Services, ditto -	72,533	9	1			
					7,004,218	2	4
				£.	656,125	–	5
	Add,—Unappropriated Balance of Grants for Advances for Greenwich Hospital and School for the Year 1868-69 - - - - - - - - - -				1,240	8	9
1,233	Excess of Expenditure beyond the Grants for 1868-69 - - - £.				657,365	9	2
	Less,—Transfers from Vote of Credit for Abyssinian Expedition, viz. :—						
		£.	s.	d.			
	31 October 1869 - - - - - - - - -	80,375	–	5			
	31 October 1869 - - - - - - - - -	415,574	14	4			
	15 February 1870 - - - - - - - - -	161,415	14	5			
					657,365	9	2

J. Beeby,
Accountant General of the Navy, and Comptroller of Navy Pay.

NAVY.

1868–69.

STATEMENT of the SAVINGS and DEFICIENCIES upon the GRANTS for NAVY SERVICES, in the Year ending 31 March 1869; showing all Cases in which the Navy Department has obtained the sanction of the Treasury to Expenditure not provided for in the Grants for that Year; together with Copies of the Representations made to the Treasury by the Board of Admiralty; also the BALANCE SHEET, showing the Ledger Balances on 30 September 1869; &c.

(*Presented pursuant to Act* 29 & 30 *Vict. c.* 91, *s.* 29.)

Ordered, by The House of Commons, *to be Printed,*
27 *April* 1870.

[*Price* 1 *s.* 2 *d.*]

194.

Under 12 *oz.*

NAVY (ACCOUNTS).

RETURN to an Order of the Honourable The House of Commons, dated 28 June 1870;—*for*,

COPY "of a RETABULATION of the STATEMENT of the SAVINGS and DEFICIENCIES upon the GRANTS for NAVY SERVICES for the Year ended the 31st day of March 1869."

Admiralty, 27 June 1870.

THOS. WOLLEY, Chief Clerk.

(*Mr. Baxter.*)

Ordered, by The House of Commons, *to be Printed*, 28 *June* 1870.

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RETABULATION

OF THE

NAVY STATEMENT of SAVINGS and DEFICIENCIES

Into Divisions representing Heads of Service, with the view of enabling Final Expense and Manufacturing Accounts to be compiled, so as to be in accord with the Estimates and Appropriation, and Savings and Deficiencies Accounts, in order to make the present varied and apparently unconnected Naval Accounts into one great Account.

Explanation.

In 1869 a complete Retabulation of the Navy Estimates was worked out departmentally, in order to connect, more completely, the Navy Estimates, Appropriation Account, and Statement of Savings and Deficiencies, with the Ships and Victualling Expense and Manufacturing Accounts, or any other Expense or Statistical Accounts that might in future be prepared and published.

The Report on this Retabulation of the Navy Estimates above referred to (and it is applicable to this Account) explained as follows :—

"Division 1. Naval Yards, brings together into one view all the amounts of the various Votes appertaining to the building, repair, and maintenance of the Fleet and Coastguard, including salaries, wages, stores, all new buildings and machinery, and repairs to the same, Civil Pensions to Officers and Artificers who were previously employed in connection with such duties; and this Division would represent the money the House of Commons had granted to the Admiralty to use in their capacity of shipbuilders like Napier and Laird, and shipowners and users like Cunard and the Peninsular and Oriental Company, and will be accounted for in our Expense and Manufacturing Accounts under the head of Division 1, Naval Yards.

"Division 2. Victualling, in like manner deals with the Expense of Victualling the Fleet, Coast Guard, &c.; and Victualling, Expense, and Manufacturing Accounts will deal with and account for expenditure under this Division.

"It is proposed to compile Accounts for the other Divisions; at any rate the money will be accounted for at once in the Appropriation and Savings and Deficiencies Accounts in the same form and detail as to divisions as in this retabulation.

"Division 8. Control (strictly Central Control) includes Vote 3, Administrative, and part of Vote 5, Scientific, and that part of Vote 13, Martial Law and Law Charges, which appertains to the central control of the whole of the other Divisions. It includes also all new works and repairs for Admiralty Offices, and the pensions of Officers who were employed in the central administration and control of the Navy. It is considered that this central administrative, scientific, and legal division, though essential to the due control of the Navy and Naval Establishments all over the world, yet exists in a great measure also for Parliamentary and National purposes, for giving varied and valuable information, and that it therefore bears little analogy to the expense of the management of a large mercantile establishment; and as it would be difficult, if not impossible, to apportion the amount accurately to the several Divisions, and to say how much is chargeable to each, even if it were admitted that it was fair under the circumstances to do so, a separate Division is given for these items of expenditure.

"Another addition made in this retabulation, and which will be carried through into the subsequent accounts, is that each Naval Yard and each Victualling Yard is treated as a separate establishment, and stands upon its own merits; and each yard will account for the money that has been disbursed on its behalf in final expense and manufacturing accounts, debiting itself with such money in the same form and manner as in this retabulation, and accounting for it in Ships Built, Repaired, and Maintained, or in Victualling Stores converted, or issues from each yard of Stores, whether converted or not, to Ships and Services. Pages 14 to 19 show this for Naval Yards, Division 1, and pp. 22 to 27 for Victualling Yards, Division 2. With respect to the Victualling Yards, there

there is an additional column for credits. This is necessary, because these various credits do not appertain, and cannot therefore be attributed, to special yards."

The explanation in the foregoing Report on the Retabulation of the Navy Estimates will sufficiently explain the object of this Retabulation.

It may be stated, however, in addition, that the Return herewith shows the disbursements on behalf of the eight great Divisions into which Naval Expenditure has been divided, to be as follows:

	£.
"Division 1, NAVAL YARDS," shows the disbursements from each Vote on behalf of shipbuilding, repairing and maintaining for the whole of our seven Home and 16 Foreign Dockyards, amounting in the whole to	4,052,130
"Division 2, VICTUALLING," shows in like manner that the disbursements from the Votes for the Home and Foreign Victualling Yards and the Victualling of the Fleet and Coast Guard, &c., amount to	1,408,309
"Division 3, MEDICAL," shows that similar disbursements from the Votes for Medical Service are	164,842

In like manner the disbursements from the various Votes for other Services or Divisions are shown to be as follows:—

Division 4. MARINE	548,892
Division 5. COAST GUARD	692,185
Division 6. TRANSPORT	3,397,009
Division 7. FLEET	3,507,537
Division 8. CONTROL	294,257
The total, including amounts written off as irrecoverable, viz., 4,223 *l.*, being the same as the total disbursements, as shown in the already published Appropriation Accounts and Statement of Savings and Deficiencies, viz.	4,223
	14,069,384
In the various Divisions is included the amount, viz. 3,007,681 *l.*, spent on behalf of the Abyssinian Expedition, and defrayed out of the Vote of Credit, so that the normal expenditure for the Navy for the year would be only	3,007,681
	11,061,703
As against the grants by the House, of	11,157,290

Turning from this General Abstract of the whole amount of the Navy Estimates and Expenditure to page 14, it will be seen that the amounts disbursed from each Vote for Division 1, Naval Yards, is first given, amounting to 4,052,130

And that this is in the succeeding columns divided into the amounts from each Vote disbursed on behalf of each of the eight Naval Home Yards, and the totals of Naval Yards Abroad, and the totals of Other than Yards, such as Ships built by Contract, and other sums which do not appertain to Special Yards.

This shows the disbursements from the Votes on behalf of each Naval Yard, &c. to be as follows—

	Expenditure.	Grant, or assumed Grant.
	£.	£.
Deptford	123,900	127,806
Woolwich	283,696	270,486
Chatham	600,818	576,353
Sheerness	188,772	188,809
Portsmouth	624,676	707,283
Devonport	460,476	441,228
Pembroke	186,945	198,831
Haulbowline	35,136	20,392
Yards Abroad	302,468	259,775
Other than Yards, Ships built by Contract, and other Sums which do not appertain to special Yards	1,245,243	1,297,993
TOTAL (Division 1) NAVAL YARDS £.	4,052,130	4,088,956

It

It may be necessary to state that the Form on page 14 was, strictly speaking, prepared as a Retabulation of the Appropriation Accounts, which only gives the amount disbursed from each Vote, and does not give, as do the Statements of Savings and Deficiencies, the amounts disbursed on behalf of each Sub-Head of each Vote.

Hence the Retabulation of the Savings and Deficiencies Accounts, giving the Sub-Head details, is shown at page 18.

At page 22, "Division 2, VICTUALLING" in like manner is a Retabulation of the Appropriation Accounts, and at page 26 of the Statement of Savings and Deficiencies.

These show the disbursements on behalf of Victualling to be as follows:—

	Expenditure.	Grant, or assumed Grant.
	£.	£.
Deptford	615,965	629,593
Gosport	90,774	94,979
Plymouth	90,659	91,951
Haulbowline	25,710	25,325
Yards Abroad	152,449	151,630
Other than Yards—Sums which do not appertain to special Yards	742,512	774,033
GROSS TOTAL	1,718,069	1,767,511
Repayments, &c.	*309,760*	*331,220*
NET TOTAL (Division 2) VICTUALLING £.	1,408,309	1,436,291

At page 30, "Division 3, MEDICAL" is a Retabulation of the Appropriation Account, and at page 34, of the Statement of Savings and Deficiencies. The Disbursements are as follows:—

		Expenditure.	Grant, or assumed Grant.
		£.	£.
Medical Establishments	Deptford Medical Store Depôt	9,637	8,988
	Haslar	33,577	33,831
	Plymouth	18,397	18,772
	Haulbowline	2,753	2,679
	Yarmouth	11,169	10,651
Marine and Marine Artillery Infirmaries.	Woolwich	7,233	7,056
	Chatham	6,437	6,399
	Portsmouth (Forton)	233	475
	Portsmouth (Fort Cumberland)	1,976	1,964
	Plymouth	1,601	1,650
	Deal	482	488
Medical Establishments Abroad		43,955	42,066
Other than Establishments—Sums, &c. which do not appertain to special Establishments		27,392	23,812
TOTAL (Division 3) MEDICAL £.		164,842	158,831

At page 38, "Division 4, MARINE" is a Retabulation of the Appropriation Account, and page 42, of the Statement of Savings and Deficiencies. The Disbursements are as follows:—

	Expenditure.	Grant, or assumed Grant.
	£.	£.
Woolwich	57,244	57,855
Chatham	59,186	55,399
Portsmouth Marine Barracks, Forton	56,789	52,980
Portsmouth Marine Artillery Barracks	97,506	83,010
Plymouth	68,284	64,055
Deal Recruiting Depôt	13,116	13,780
Total Marine Divisions	352,125	327,079
Other than Divisions—Sums, &c. which do not appertain to special Divisions	196,767	199,992
TOTAL (Division 4) MARINE £.	548,892	527,071

At page 46, "Division 5, COAST GUARD" is a Retabulation of the Appropriation Account, and at page 50, of the Statement of Savings and Deficiencies. The Disbursements are as follows:

	Expenditure.	Grant, or assumed Grant.
	£.	£.
Hull	72,977	73,763
Harwich	83,735	83,979
Newhaven	88,351	88,317
Falmouth and Weymouth	97,012	97,275
Liverpool	80,113	81,049
Leith and Clyde	82,115	84,753
Kingstown	82,919	82,108
Limerick	54,708	54,644
TOTAL Coast Guard Districts	641,930	645,888
Other than Districts—Sums which do not appertain to special Districts	50,255	47,862
TOTAL (Division 5) COAST GUARD £.	692,185	693,750

Division 6, TRANSPORT, Division 7, FLEET, and Division 8, CONTROL, are not sub-divided. The amounts disbursed from each Vote for these Divisions is shown at pages 10 and 11, and also in this Report, at page 4.

In order to sub-divide the Votes into Divisions, it was necessary that each Vote should be analysed, and that it should be ascertained how much of each Vote was chargeable to the several Divisions, and to the sub-divisions of each Division. Hence, at pages 53 to 72 are given the results of this analysis.

It

It will be seen that the analysis of Vote 1 (page 53) shows that the total amount disbursed, *i.e*, 3,014,576 *l.*, is chargeable as follows :—

	£.
To Division 4, MARINE - - - - - - -	318,750
To Division 5, COAST GUARD - - - - - -	395,381
To Division 6, TRANSPORT - - - - - -	70,666
To Division 7, FLEET - - - - - - -	2,224,472
To Division 8, CONTROL - - - - - - -	5,307
TOTAL - - £.	3,014,576

In like manner the other Votes, 2 to 17, are analysed, and the results to be posted against each division and sub-division obtained.

This Retabulation is intended to form the Dr. side for future expense, manufacturing, or statistical accounts.

It further shows the actual amount disbursed on each division, sub-division, yard, &c., from the Sub-head of each Vote.

Expense accounts on this basis for Division 1, Naval Yards, and Division 2, Victualling, have been already presented to Parliament.

J. Beeby,
Accountant General of the Navy, and
Comptroller of Navy Pay.

RETABULATION OF THE NAVY STATEMENT

OF

SAVINGS AND DEFICIENCIES

Into Eight Divisions representing Heads of Service, with the view of enabling Final Expense and Manufacturing Accounts to be compiled so as to be in accord with the Estimates, and Appropriation, and Savings and Deficiencies Accounts, in order to make the present varied and apparently unconnected Naval Accounts into one great Account.

RETABULATION of the STATEMENT of SAVINGS and DEFICIENCIES.

RECAPITULATION of the ABSTRACT (given at pages 2 & 3) of the "Statement of the Savings and Deficiencies upon the Grants for Navy Services, for the Year ended the 31st March 1869. General Statement of the Sums Expended, compared with the Sums Granted, under the following Votes, for Navy Services, in the Year ended the 31st March 1869.

Number of Vote.	Page.	ABSTRACT.	Expenditure, including Expenditure on account of the Abyssinian Expedition, defrayed out of the Vote of Credit. 1868–69. Page in Savings and Deficiencies.	£.	Grant, and Amount Appropriated out of the Vote of Credit. * 1868–69. Page in Estimates.	£.
		NAVY EFFECTIVE SERVICES:				
1	2	Wages to Seamen and Marines	4	3,014,576	6	3,036,634
					–	* 62,228
2	2	Victuals and Clothing for ditto	8	1,312,687	10	1 335,842
3	2	Admiralty Office	8	181,461	13	182,364
					–	* 47
4	2	Coast Guard Service, Royal Naval Coast Volunteers, and Royal Naval Reserve	10	236,507	18	† 243,026
5	2	Scientific Branch	12	63,070	23	63,565
6	2	Dockyards and Naval Yards at Home and Abroad	16	1,220,208	29	1,223,562
					–	* 191
7	2	Victualling Yards and Transport Establishments at Home and Abroad	18	83,271	62	87,179
					–	* 2
8	2	Medical Establishments at Home and Abroad	22	62,317	76	64,824
9	2	Marine Divisions	22	19,366	88	20,709
10 Sec. I.	2	Naval Stores for the Building, Repair, and Outfit of the Fleet and Coast Guard, Steam Machinery, and Ships built by Contract: Section I. Naval Stores	24	943,253	94	892,008
					–	* 17,021
Sec. II.		Section II. Steam Machinery and Ships built by Contract	26	1,060,575	94	1,092,500
11	2	New Works, Buildings, Machinery, and Repairs	58	809,792	97	814,237
12	2	Medicines and Medical Stores	76	88,081	111	78,164
					–	* 60
13	2	Martial Law and Law Charges	78	18,471	112	20,365
14	2	Miscellaneous Services	82	184,160	114	175,800
					–	* 200
		Total for Effective Service £.	–	9,297,795	–	9,332,579
					–	* 79,749
		NAVY NON-EFFECTIVE SERVICES				
15	2	Half Pay, Reserved Half Pay, and Retired Pay to Officers of the Navy and Royal Marines	84	688,074	117	700,166
16 Sec. I.	2	Military and Civil Pensions and Allowances: Section I. Military Pensions and Allowances	84	545,685	122	550,447
Sec. II.		Section II. Civil Pensions and Allowances	84	209,401	122	223,498
		TOTAL FOR THE NAVAL SERVICE £.	2	10,740,955	5	† 10,806,690
					–	* 79,749
		FOR THE SERVICE OF OTHER DEPARTMENTS OF GOVERNMENT:				
17	2	Army Department (Conveyance of Troops)	88	3,324,206	134	350,600
					–	* 2,927,932
			2	14,065,161	5	† 11,157,290
					–	* 3,007,681
—	2	Amount written off as Irrecoverable	88	4,223	–	—
		GRAND TOTAL £.	2	14,069,384	5	† 11,157,290
					–	* 3,007,681

DIVISION 1, NAVAL YARDS.

For Details, *see* Pages 18 and 19.

No. of Vote.	Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition. 1868–69. Page in Savings and Deficiencies.	£.	Grant, and Amount Appropriated out of the Vote of Credit.* 1868–69. Page in Estimates.	£.
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
6	16	1,220,208	29	1,223,562
			–	* 191
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
10 Sec. I.	24	943,253	94	892,008
			–	* 17,021
Sec. II.	26	1,060,575	94	1,092,500
11	–	706,523	–	730,977
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
16 Sec. II.	–	121,571	–	131,797
	–	4,052,130	–	4,071,744
			–	* 17,212
–	–	–	–	–
	–	4,052,130	–	4,071,744
			–	* 17,212

DIVISION 2, VICTUALLING.

For Details *see* Pages 26 and 27.

No. of Vote.	Expenditure, 1868–69. Page in Savings and Deficiencies.	£.	Grant, 1868–69. Page in Estimates.	£.
–	–	–	–	–
2	8	1,312,687	10	1,335,842
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
7	–	81,490	75	85,424
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
11	–	9,443	–	9,885
12	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
16 Sec. II.	–	4,689	–	5,140
	–	1,408,309	–	1,436,291
–	–	–	–	–
	–	1,408,309	–	1,436,291

DIVISION 3, MEDICAL.

For Details, *see* Pages 34 and 35.

No. of Vote.	Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition. 1868–69. Page in Savings and Deficiencies.	£.	Grant, and Amount Appropriated out of the Vote of Credit.* 1868–69. Page in Estimates.	£.
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
5	12	98	26	109
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
8	22	62,317	76	64,824
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
11	–	12,651	–	13,810
12	76	88,081	111	78,164
			–	* 60
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
16 Sec. II.	–	1,695	–	1,878
	–	164,842	–	158,771
			–	* 60
–	–	–	–	–
	–	164,842	–	158,771
			–	* 60

	Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimate.	£.
Greenwich Hospital and School	92	126,368	–	127,608

		Expenditure. £.	Grant. £.
Division 1. Naval Yards	–	4,052,130	4,088,956
„ 2. Victualling	–	1,408,309	1,436,291
„ 3. Medical	–	164,842	158,831
„ 4. Marine	–	548,892	527,071
„ 5. Coast Guard	–	692,185	693,750
„ 6. Transport	–	3,397,009	3,354,892
„ 7. Fleet	–	3,507,537	3,613,685
„ 8. Control	–	294,257	291,495
Div. 1 to 8. TOTAL £.	–	14,065,161	14,164,971
Amount written off as Irrecoverable	88	4,223	—
GRAND TOTAL £.		14,069,384	14,164,971

RETABULATION of the STATEMENT of SAVINGS and DEFICIENCIES.

DIVISION 4, MARINE.

For Details, *see* Pages 42 and 43.

No. of Vote.	Expenditure, 1868-69. Page in Savings and Deficiencies.	Expenditure, 1868-69. £.	Grant, 1868-69. Page in Estimates.	Grant, 1868-69. £.
1	–	318,750	–	302,815
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
9	22	19,366	88	20,709
–	–	- -	–	- -
–	–	- -	–	- -
11	–	33,661	–	25,915
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	371,777	–	349,439
15	–	50,786	121	52,531
16 Sec. I.	–	125,928	–	124,635
Sec. II.	–	401	–	466
–	–	548,892	–	527,071
–	–	- -	–	- -
–	–	548,892	–	527,071

DIVISION 5, COAST GUARD.

For Details, *see* Pages 50 and 51.

No. of Vote.	Expenditure, 1868-69. Page in Savings and Deficiencies.	Expenditure, 1868-69. £.	Grant, 1868-69. Page in Estimates.	Grant, 1868-69. £.
1	–	395,381	–	391,809
–	–	- -	–	- -
–	–	- -	–	- -
4	–	229,643	–	237,485
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
11	–	20,887	–	20,613
–	–	- -	–	- -
–	–	- -	–	- -
–	–	645,911	–	649,907
–	–	- -	–	- -
16 Sec. I.	–	370	–	410
Sec. II.	–	45,504	–	43,433
–	–	692,185	–	693,750
–	–	- -	–	- -
–	–	692,185	–	693,750

DIVISION 6, TRANSPORT.

No. of Vote.	Expenditure, incurred on Account of Abyssinian Expedition. 1868-69. Page in Savings and Deficiencies.	Expenditure, incurred on Account of Abyssinian Expedition. 1868-69. £.	Grant, Appropriated out of the Vote of Credit. 1868-69. Page in Estimates.	Grant, Appropriated out of the Vote of Credit. 1868-69. £.
1	–	70,666	–	74,191
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
7	–	1,781	75	1,755
			–	*2
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	72,447	–	76,946
			–	*2
–	–	- -	–	- -
–	–	- -	–	- -
17	88	3,324,206	134	350,600
			–	*2,027,932
–	–	3,397,009	–	426,958
			–	*2,027,934
–	–	3,397,009	–	3,354,892

DIVISION 7, FLEET.

No. of Vote.	Expenditure, including the Expenditure on account of the Abyssinian Expedition. 1868-69. Page in Savings and Deficiencies.	Expenditure, including the Expenditure on account of the Abyssinian Expedition. 1868-69. £.	Grant, and Amount Appropriated out of the Vote of Credit. 1868-69. Page in Estimates.	Grant, and Amount Appropriated out of the Vote of Credit. 1868-69. £.
1	–	2,224,472	–	2,202,167
			–	*62,228
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
5	12	26,242	–	26,152
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
11	–	7,739	–	6,250
–	–	- -	–	- -
13	–	8,033	–	7,351
14	82	184,160	114	175,800
			–	*200
–	–	2,450,648	–	2,478,020
			–	*62,428
15	–	637,288	–	647,635
16 Sec. I.	–	419,387	–	425,402
Sec. II.	–	234	–	280
–	–	3,507,537	–	3,551,257
			–	*62,428
–	–	- -	–	- -
–	–	3,507,537	–	3,613,685

DIVISION 8, CONTROL.

No. of Vote.	Expenditure, including the Expenditure on account of the Abyssinian Expedition 1868-69. Page in Savings and Deficiencies.	Expenditure, including the Expenditure on account of the Abyssinian Expedition 1868-69. £.	Grant, and Amount Appropriated out of the Vote of Credit. 1868-69. Page in Estimates.	Grant, and Amount Appropriated out of the Vote of Credit. 1868-69. £.
1	–	5,307	–	5,652
–	–	- -	–	- -
3	8	181,461	13	182,364
			–	*47
–	–	6,864	–	6,441
5	–	36,730	–	37,013
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
–	–	- -	–	- -
11	–	18,888	–	6,787
–	–	- -	–	- -
13	78	10,438	112	13,014
14	82	- -	–	- -
–	–	259,688	–	251,271
			–	*47
–	–	- -	–	- -
–	–	- -	–	- -
16 Sec. I.	–	- -	–	- -
Sec. II.	–	34,569	–	40,177
–	–	294,257	–	291,448
			–	*47
–	–	- -	–	- -
–	–	- -	–	- -
–	–	294,257	–	291,495

DIVISIONS 1 to 8, TOTALS.

No. of Vote.	Expenditure, including Expenditure out of the Vote of Credit. 1868-69. Page in Savings and Deficiencies.	Expenditure, including Expenditure out of the Vote of Credit. 1868-69. £.	Grant. 1868-69. Page in Estimates.	Grant. 1868-69. £.	Vote.
1	4	3,014,576	6	3,030,834	1
			–	*62,228	
2	8	1,312,087	10	1,335,842	2
3	8	181,461	13	182,364	3
			–	*47	
4	10	236,507	18	*243,926	4
5	12	63,070	23	63,565	5
6	16	1,220,208	29	1,223,562	6
			–	*191	
7	18	83,271	62	87,179	7
			–	*2	
8	22	62,317	76	64,824	8
9	22	19,366	88	20,709	9
10					10
Sec. I.	24	943,253	94	892,908	Sec. I.
			–	*17,021	
Sec. II.	26	1,060,575	94	1,092,500	Sec. II.
11	58	809,792	97	814,237	11
12	76	88,081	111	78,164	12
			–	*60	
13	78	18,471	112	20,365	13
14	82	184,160	114	175,800	14
			–	*200	
–	–	9,297,795	–	9,332,579	
			–	*79,749	
15	84	688,074	117	700,166	15
16 Sec. I.	84	545,685	122	550,447	Sec. I.
Sec. II.	84	209,491	122	223,198	Sec. II.
–	2	10,740,955	5	†10,806,690	
			–	*79,749	
17	88	3,324,206	134	350,600	17
			–	*2,027,932	
–	2	14,065,161	5	11,157,290	
			–	*3,007,681	
- £.		14,065,161	–	14,164,971	

† These sums do not agree by 20,000*l.* with those shown in the Navy Estimates for 1868–69, page 18. They are the sums, however, which were actually voted by the House of Commons, 20,000*l.* having been struck out in Committee of Supply.

DIVISION 1.

NAVAL YARDS.

RETABULATION of the SAVINGS AND DEFICIENCIES—DIVISION 1. NAVAL YARDS (for DETAILS, *see* pages 18 and 19).

DIVISION 1.—NAVAL YARDS.

SUB-DIVISIONS OF DIVISION 1.

Number of Vote.	Page in this Account.	TITLE OF VOTE.	DIVISION 1. Expenditure, Including Expenditure on account of the Abyssinian Expedition, defrayed out of the Vote of Credit, 1868-69. Page in Savings and Deficiencies.	£.	DIVISION 1. Grant, and Amounts Appropriated out of the Vote of Credit.[a] 1868-69. Page in Estimates.	£.	DEPTFORD. Expenditure. Page in Savings and Deficiencies.	£.	DEPTFORD. Grant. Page in Estimates.	£.	WOOLWICH. Expenditure. Page in Savings and Deficiencies.	£.	WOOLWICH. Grant. Page in Estimates.	£.	CHATHAM. Expenditure. Page in Savings and Deficiencies.	£.	CHATHAM. Grant. Page in Estimates.	£.	SHEERNESS. Expenditure. Page in Savings and Deficiencies.	£.	SHEERNESS. Grant. Page in Estimates.	£.	PORTSMOUTH. Expenditure. Page in Savings and Deficiencies.	£.	PORTSMOUTH. Grant. Page in Estimates.	£.
6	10	DOCKYARDS and NAVAL YARDS AT HOME and ABROAD -	16	1,220,208	61 –	1,223,562 *191	See Note in Expenditure Column on page 18.	45,728	See Note, page 19.	50,317	See Note in Expenditure Column on page 18.	145,729	See Note, page 19.	147,971	See Note in Expenditure Column on page 18.	205,602	See Note, page 19.	206,292	See Note in Expenditure Column on page 18.	131,510	See Note, page 19.	132,521	See Note in Expenditure Column on page 18.	273,010	See Note, page 19.	263,102
10		NAVAL STORES for the Building, Repair, and Outfit of the Fleet and Coast Guard, Steam Machinery, and Ships built by Contract:																								
Sect. I.	10	Section I. Naval Stores - - - - -	24	943,253	94 –	892,908 *17,021		76,371		73,431		92,061		91,487		117,197		124,202		46,631		45,401		140,028		131,930
Sect. II.		Section II. Steam Machinery and Ships built by Contract - - - - - - -	26	1,060,575	94	1,092,500		12		8		38,454		22,799		24,768		10,589		2,453		2,241		27,881		26,258
11	10	NEW WORKS, Buildings, Machinery, and Repairs - -	–	706,523	–	730,977		1,789		4,050		8,148		9,127		253,251		235,270		8,178		8,646		184,370		283,992
		TOTAL for EFFECTIVE SERVICE - - - £.	–	3,930,559	– –	3,939,947 *17,212		123,900		127,806		284,392		271,384		600,818		576,353		188,772		188,809		625,289		707,283
16 Sect. II.	10	CIVIL PENSIONS and ALLOWANCES - - - - - -	–	121,571	–	131,797		- -		- -		-		- -		- -		- -		- -		- -		- -		- -
		GRAND TOTAL (DIVISION 1), NAVAL YARDS - - - £.	–	4,052,130	–	4,088,956	No pages can be given. See Note in Expenditure Column on page 18.	123,900	No pages can be given. See Note, page 19.	127,806	No pages can be given. See Note in Expenditure Column on page 18.	284,392	No pages can be given. See Note, page 19.	271,384	No pages can be given. See Note in Expenditure Column on page 18.	600,818	No pages can be given. See Note, page 19.	576,353	No pages can be given. See Note in Expenditure Column on page 18.	188,772	No pages can be given. See Note, page 19.	188,809	No pages can be given. See Note in Expenditure Column on page 18.	625,289	No pages can be given. See Note, page 19.	707,283
		DEPTFORD - - - -						123,900		127,806																
		WOOLWICH - - - -						284,392		271,384		284,392		271,384												
		CHATHAM - - - -						600,818		576,353		- -		- -		600,818		576,353								
		SHEERNESS - - - -						188,772		188,809		- -		- -		- -		- -		188,772		188,809				
		PORTSMOUTH - - - -						625,289		707,283		- -		- -		- -		- -		- -		- -		625,289		707,283
		DEVONPORT - - - -						460,476		441,228		- -		- -		- -		- -		- -		- -		- -		- -
		PEMBROKE - - - -						186,945		198,831		- -		- -		- -		- -		- -		- -		- -		- -
		HAULBOWLINE - - -						35,136		20,392		- -		- -		- -		- -		- -		- -		- -		- -
		YARDS ABROAD - -						302,410		259,775		- -		- -		- -		- -		- -		- -		- -		- -
		OTHER THAN YARDS - -						1,243,992		1,297,095		- -		- -		- -		- -		- -		- -		- -		- -
		TOTAL (DIVISION 1) - £.		4,052,130		4,088,956		- -		- -		- -		- -		- -		- -		- -		- -		- -		- -

RETABULATION of the SAVINGS AND DEFICIENCIES—DIVISION 1. NAVAL YARDS (for DETAILS, *see* pages 18 and 19).

SUB-DIVISIONS OF DIVISION 1.

DEVONPORT and KEYHAM.			PEMBROKE.		HAULBOWLINE.		TOTAL of HOME YARDS.		NAVAL YARDS ABROAD.		TOTAL of YARDS at HOME and ABROAD.		OTHER THAN YARDS. *i. e.* Contract Ships, and Sums for which Special Yards cannot now be stated.		TOTAL, DIVISION 1, NAVAL YARDS.			
Expenditure.		Grant.	Expenditure.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.	Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition.	Grant, and Amounts Appropriated out of the Vote of Credit.*	Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition.	Grant, and Amounts Appropriated out of the Vote of Credit.*	Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition.	Grant, and Amounts Appropriated out of the Vote of Credit.*	Expenditure, including Expenditure on account of the Abyssinian Expedition, Defrayed out of the Vote of Credit	Grant, and Amounts Appropriated out of the Vote of Credit.*		
Page in Savings and Deficiencies.	£	Page in Estimates.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.		
See Note in Expenditure Column on page 18.	234,959		235,192	89,305	88,965	605	729	1,126,448	1,125,989	87,794	92,413	1,214,242	1,217,502	5,966	6,060 * 191	16	1,220,208	61	1,223,562 * 191	6
See Note in Expenditure Column on page 19.	159,840	*See* Note, page 19.	157,320	44,829	54,409	*Cr. 1,840*	*Cr. 1,948*	675,117	676,232	56,546	45,149 * 1,396	731,663	721,372 * 1,396	211,590	171,536 * 15,625	24	943,253	94 –	892,908 * 17,021	10 See II.
No pages can be given.	16,046	*See* Note, page 19.	8,967	40,522	42,784	73	91	150,209	113,737	5,501	6,877	155,710	120,614	904,865	971,886	26	1,060,575	94	1,092,500	See II.
See Note in Expenditure Column on page 19.	49,631	No pages can be given.	39,749	12,289	12,673	36,298	21,520	553,954	617,028	152,569	113,949	706,523	730,977	- -	- -	–	706,523	–	730,977	11
No pages can be given.	460,476	*See* Note, page 19.	441,228	186,945	198,831	35,136	20,392	2,505,728	2,532,086	302,410	258,379 * 1,396	2,808,138	2,790,465 * 1,396	1,122,421	1,149,182 * 15,816	–	3,930,559	–	3,939,947 * 17,212	
No pages can be given.	- -	No pages can be given.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	121,571	131,797	–	121,571	–	131,797	6 See II.
	460,476		441,228	186,945	198,831	35,136	20,392	2,505,728	2,532,086	302,410	259,775	2,808,138	2,791,861	1,243,992	1,297,095	–	4,052,130	–	4,088,956	

Note—This sheet is prepared strictly speaking, as a Retabulation of the Appropriation Account (Parliamentary Paper, No. 132 of Session 1870), which only gives the total of each Vote. The Statement of Savings and Deficiencies is in fact the same as the Appropriation Account, except that in the former Account the amounts of the Sub-heads of each Vote are given. The Retabulation, pages 18 and 19, giving details as per Sub-Heads, is therefore given as a Retabulation of the Statement of the Savings and Deficiencies Account.

DIVISION 1.

NAVAL YARDS.

(Details of Pages 14 and 15.)

RETABULATION of the SAVINGS AND DEFICIENCIES—DIVISION I.—NAVAL YARDS.—(Details of Pages 14 and 15.)

Number of Vote	Sub-Heads Reference Letter: Home	Abroad		DEPTFORD: Expenditure: Page in Savings and Deficiencies	Expenditure £	Grant: Page in Estimates	Grant £	WOOLWICH: Expenditure: Page in Savings and Deficiencies	Expenditure £	Grant: Page in Estimates	Grant £
6.			**Vote 6.—Dockyards and Naval Yards at Home and Abroad.**								
	A.	N.	Salaries and Allowances		8,973	60	9,686		19,170	60	19,342
	B.	O.	Rents, Rates, Taxes, and Water		174	60	365		532	60	1,059
	C.	P.	Lighting with Gas		155	60	450		1,332	60	1,650
	D.	Q.	Contingencies		874	60	269		768	60	692
	E.	R.	‡ Wages to Artificers, Established, Hired, and Steam Factory (excluding Vote 11)		32,530	61	36,860		116,240	61	117,[illegible]
	F.	S.	Wages, Yard Service Afloat		288	61	501		2,596	61	2,142
	G.	T.	Hire of Teams		503	61	798		820	61	[illegible]
	H.	U.	Wages, Police Force		1,567	61	1,489		3,469	61	3,502
	I.	–	Wages, Artificers and Labourers, breaking up old Ships		4		4		-		-
	K.	–	Work in connection with Gunnery Fittings		-		-		637		624
	L.	V.	Extra Pay to Artificers of the Fleet		-		-		58		52
	M.	–	Survey Valuation of Stock at the several Dockyards, &c.		60		95		107		169
			Total Vote 6		45,728		50,317		143,729		147,971
10. Sec. I.			**Vote 10, Sect. 1.—Naval Stores.**								
	A.	–	Timber, Masts, Deals, &c.		8,722	Assumed Grant—see Note below.	8,[illegible]		14,803	Assumed Grant—see Note below.	14,210
	B.	–	Metals, and Metal Articles		15,865		15,981		35,415		30,087
	C.	–	Iron Armour Plates, Iron Beams, and Iron Masts		2,187		3,230		6,034		8,936
	D.	–	Hemp, Canvas, Hammocks, &c.		22,608		20,855		762		703
	E.	–	Paint Materials, Oils, Pitch, Tar, Tallow, and other Miscellaneous Articles		24,542		22,715		23,471		21,723
	F.	–	Coals and other Fuel—For Steam Vessels		Cr. [illegible]		Cr. [illegible]		3,485		3,014
			Coals and other Fuel—For Dockyard purposes		1,981		1,728		4,929		4,300
	G.	–	Local Purchases of Stores at Coast Guard Stations		-		-		-		-
	H.	–	Freight and Sundry Expenses connected with Naval Stores		972		718		2,058		1,520
	I.	–	Estimated Value of Issues on account of other Departments of Government, &c.		27		17		1,136		694
			Total Vote 10, Sect. 1		76,371		73,431		92,061		91,487
10. Sec. II.			**Vote 10, Sect. 2.—Steam Machinery and Ships Building by Contract.**								
	A.	–	Steam Machinery for Her Majesty's Ships and Vessels		-		-		30,182		10,948
	B.	–	Ship to be built on the Design of Captain Coles		-		-		-		-
	C.	–	Iron Armour-plated Ships, Iron Ships, and Gun-boats, building by Contract		-		-		-		-
	D.	–	New Iron Armour-plated Ships		-		-		2,256		2,841
	E.	–	Experimental Purposes, Sundries, and Contingencies		-		-		-		-
	F.	–	Purchase of Dockyard Tugs		-		-		-		-
	G.	–	Building and Repairing Coast-guard Tenders		12		8		16		10
	H.	–	Repairs of Ships at other than Her Majesty's Dockyards		-		-		-		-
	I.	–	Subsistence, &c. of Dockyard Officers superintending Ships building by Contract		-		-		-		-
			Total Vote 10, Sect. 2		12		8		38,454		22,799
11.			**Vote No. 11.—New Works, Repairs, &c. (Naval Yards only.)**								
	A. to K.	R.	Land, Additions		-		-		-		-
			Buildings—Additions		-				151		
			Buildings—Repairs		1,198	98	2,690		3,777	98	4,090
			Buildings—Dredging—In connection with Dockyard		-				186		
			Buildings—Dredging—Not in connection with Dockyard		-				-		
			Machinery—Additions		-	98	445		353	–	-
			Machinery—Repairs		476	98	760		3,483	98	4,292
			Total Vote 11, Agreeing with Savings and Deficiencies, pages 30 to 44	30	1,674	98	3,895	30	7,870	98	8,082
	V.	–	Contingencies (Works and Repairs)	–	-	–	-	–	-	–	-
	W.	–	Temporary Superintendence, &c. of Engineering and Architectural Works and Repairs	–	111	–	155	–	278	–	145
	–	–	Shipping, Freight, and Conveying Machines from Deptford and Woolwich to other Yards	–	4	–	-	–	-	–	-
			Total Vote 11, Naval Yards only	-	1,789	-	4,050	-	8,148	-	9,127
			Total Votes, Nos. 6, 10, and 11	-	123,900	-	127,806	-	284,392	-	271,384
16. Sec. II.	A.,B.,D.	–	**VOTE 16, Sect. 2.—Civil Pensions and Allowances**	-	-	-	-	-	-	-	-
			TOTAL DIVISION 1. NAVAL YARDS	-	123,900	-	127,806	-	284,392	-	271,384

	CHATHAM: Expenditure: Page in Savings and Deficiencies	Expenditure £	Grant: Page in Estimates	Grant £	SHEERNESS: Expenditure: Page in Savings and Deficiencies	Expenditure £	Grant: Page in Estimates	Grant £
Vote 6.—Dockyards and Naval Yards at Home and Abroad.								
Salaries and Allowances		21,154	60	21,648		17,644	60	17,794
Rents, Rates, Taxes, and Water		651	60	500		483	60	635
Lighting with Gas		1,427	60	1,450		908	60	700
Contingencies		611	60	[illegible]		714	60	657
‡ Wages to Artificers, Established, Hired, and Steam Factory (excluding Vote 11)		171,927	61	172,[illegible]		102,615	61	102,639
Wages, Yard Service Afloat		2,191	61	2,1[illegible]		2,085	61	2,097
Hire of Teams		1,442	61	1,525		887	61	955
Wages, Police Force		5,007	61	4,[illegible]		8,644	61	3,358
Wages, Artificers and Labourers, breaking up old Ships		178		194		1,846		2,019
Work in connection with Gunnery Fittings		584		573		272		267
Extra Pay to Artificers of the Fleet		-		-		264		372
Survey Valuation of Stock at the several Dockyards, &c.		170		268		150		237
Total Vote 6		203,602		206,292		131,510		132,521
Vote 10, Sect. 1.—Naval Stores.								
Timber, Masts, Deals, &c.		[illegible]	Assumed Grant—see Note below.	8,[illegible]		[illegible]	Assumed Grant—see Note below.	7,[illegible]
Metals, and Metal Articles		13,[illegible]		[illegible]		[illegible]		[illegible]
Iron Armour Plates, Iron Beams, and Iron Masts		25,623		37,948		750		1,111
Hemp, Canvas, Hammocks, &c.		20,278		18,705		1,507		1,390
Paint Materials, Oils, Pitch, Tar, Tallow, and other Miscellaneous Articles		30,224		27,073		10,176		9,418
Coals and other Fuel—For Steam Vessels		[illegible]		[illegible]		2,747		2,397
Coals and other Fuel—For Dockyard purposes		11,952		10,428		4,734		4,130
Local Purchases of Stores at Coast Guard Stations		-		-		-		-
Freight and Sundry Expenses connected with Naval Stores		420		310		933		689
Estimated Value of Issues on account of other Departments of Government, &c.		-		-		-		-
Total Vote 10, Sect. 1		117,197		124,202		46,631		45,401
Vote 10, Sect. 2.—Steam Machinery and Ships Building by Contract.								
Steam Machinery for Her Majesty's Ships and Vessels		24,800		10,500		674		[illegible]
Ship to be built on the Design of Captain Coles		-		-		-		-
Iron Armour-plated Ships, Iron Ships, and Gun-boats, building by Contract		-		-		-		-
New Iron Armour-plated Ships		[illegible]		[illegible]		1,7[illegible]		2,041
Experimental Purposes, Sundries, and Contingencies		-		-		-		-
Purchase of Dockyard Tugs		-		-		-		-
Building and Repairing Coast-guard Tenders		-		-		-		-
Repairs of Ships at other than Her Majesty's Dockyards		-		-		-		-
Subsistence, &c. of Dockyard Officers superintending Ships building by Contract		-		-		-		-
Total Vote 10, Sect. 2		24,768		10,580		2,453		2,241
Vote No. 11.—New Works, Repairs, &c. (Naval Yards only.)								
Land, Additions		-		-		-		-
Buildings—Additions		220,763				157		
Buildings—Repairs		10,338	99	209,190		3,219	99	3,120
Buildings—Dredging—In connection with Dockyard		-				2[illegible]		
Buildings—Dredging—Not in connection with Dockyard		740				-		
						Allowance to Trinity Pier at East Cowes, 1,727		
Machinery—Additions		11,700	99	12,062		210	99	199
Machinery—Repairs		5,209	99	8,453		4,113	99	4,632
Total Vote 11, Agreeing with Savings and Deficiencies, pages 30 to 44	32	248,[illegible]	99	229,705	34	7,983	99	7,551
Contingencies (Works and Repairs)	–	included above	–	1,250	–	- nil -	–	500
Temporary Superintendence, &c. of Engineering and Architectural Works and Repairs	–	4,531	–	4,315	–	195	–	195
Shipping, Freight, and Conveying Machines from Deptford and Woolwich to other Yards	–	-	–	-	–	-	–	-
Total Vote 11, Naval Yards only	-	253,251	-	235,270	-	8,178	-	8,646
Total Votes, Nos. 6, 10, and 11	-	600,818	-	576,353	-	188,772	-	188,809
VOTE 16, Sect. 2.—Civil Pensions and Allowances	-	-	-	-	-	-	-	-
TOTAL DIVISION 1. NAVAL YARDS	-	600,818	-	576,353	-	188,772	-	188,809

	PORTSMOUTH: Expenditure: Page in Savings and Deficiencies	Expenditure £	Grant: Page in Estimates	Grant £	DEVONPORT AND KEYHAM: Expenditure: Page in Savings and Deficiencies	Expenditure £	Grant: Page in Estimates	Grant £
Vote 6.—Dockyards and Naval Yards at Home and Abroad.								
Salaries and Allowances		30,224	60	30,189		31,203	60	[illegible]
Rents, Rates, Taxes, and Water		2,528	60	2,065		1,890	60	[illegible]
Lighting with Gas		1,966	60	2,275		1,414	60	[illegible]
Contingencies		956	60	1,119		1,012	60	[illegible]
‡ Wages to Artificers, Established, Hired, and Steam Factory (excluding Vote 11)		213,724	61	203,144		176,[illegible]	61	[illegible]
Wages, Yard Service Afloat		3,969	61	3,266		6,293	61	[illegible]
Hire of Teams		1,639	61	2,067		2,015	61	[illegible]
Wages, Police Force		9,695	61	9,726		8,516	61	[illegible]
Wages, Artificers and Labourers, breaking up old Ships		6,098		7,554		4,651		[illegible]
Work in connection with Gunnery Fittings		597		585		535		[illegible]
Extra Pay to Artificers of the Fleet		655		924		478		[illegible]
Survey Valuation of Stock at the several Dockyards, &c.		119		188		108		[illegible]
Total Vote 6		273,010		263,102		234,959		231,[illegible]
Vote 10, Sect. 1.—Naval Stores.								
Timber, Masts, Deals, &c.		22,141	Assumed Grant—see Note below.	21,354		12,751	Assumed Grant—see Note below.	[illegible]
Metals, and Metal Articles		27,551		28,[illegible]		[illegible]		[illegible]
Iron Armour Plates, Iron Beams, and Iron Masts		1,555		1,974		12,[illegible]		[illegible]
Hemp, Canvas, Hammocks, &c.		13,571		12,518		43,724		[illegible]
Paint Materials, Oils, Pitch, Tar, Tallow, and other Miscellaneous Articles		49,137		45,478		34,104		[illegible]
Coals and other Fuel—For Steam Vessels		14,522		12,670		11,601		[illegible]
Coals and other Fuel—For Dockyard purposes		9,038		7,885		9,706		[illegible]
Local Purchases of Stores at Coast Guard Stations		-		-		-		-
Freight and Sundry Expenses connected with Naval Stores		1,401		1,035		631		[illegible]
Estimated Value of Issues on account of other Departments of Government, &c.		1,354		827		-		-
Total Vote 10, Sect. 1		140,028		131,930		159,840		[illegible]
Vote 10, Sect. 2.—Steam Machinery and Ships Building by Contract.								
Steam Machinery for Her Majesty's Ships and Vessels		22,170		22,277		[illegible]		[illegible]
Ship to be built on the Design of Captain Coles		100		185		-		-
Iron Armour-plated Ships, Iron Ships, and Gun-boats, building by Contract		147		1[illegible]		1,002		[illegible]
New Iron Armour-plated Ships		2,760		2,[illegible]		1,772		[illegible]
Experimental Purposes, Sundries, and Contingencies		1,[illegible]		-		7,[illegible]		-
Purchase of Dockyard Tugs		-		-		-		-
Building and Repairing Coast-guard Tenders		-		-		-		-
Repairs of Ships at other than Her Majesty's Dockyards		-		-		-		-
Subsistence, &c. of Dockyard Officers superintending Ships building by Contract		116		96		-		-
Total Vote 10, Sect. 2		27,881		26,258		16,046		8,[illegible]
Vote No. 11.—New Works, Repairs, &c. (Naval Yards only.)								
Land, Additions		-		-		-		-
Buildings—Additions		141,[illegible]				18,[illegible]		
Buildings—Repairs		9,642	100	2[illegible]		16,[illegible]	100 / 101	[illegible]
Buildings—Dredging—In connection with Dockyard		-				-		
Buildings—Dredging—Not in connection with Dockyard		14,074				1,8[illegible]		
Machinery—Additions		5,125	100	5,000		11,977	100 / 101	12,[illegible]
Machinery—Repairs		7,972	100	8,428		7,868	100 / 101	[illegible]
Total Vote 11, Agreeing with Savings and Deficiencies, pages 30 to 44	[illegible]	178,[illegible]	100	279,[illegible]	[illegible]	44,[illegible]	100 / 101	[illegible]
		Portland Coaling and Watering Depôt, 2,030	102	2,330				
Contingencies (Works and Repairs)	–	46 (For Portland, remainder included above.)	–	1,250	–	included above	-	[illegible]
Temporary Superintendence, &c. of Engineering and Architectural Works and Repairs	–	2,794	-	2,[illegible]	–	1,110	-	[illegible]
Shipping, Freight, and Conveying Machines from Deptford and Woolwich to other Yards	–	-	-	-	–	-	-	-
Total Vote 11, Naval Yards only	-	184,370	-	285,993	-	49,631	-	[illegible]
Total Votes, Nos. 6, 10, and 11	-	625,289	-	707,283	-	460,476	-	441,[illegible]
VOTE 16, Sect. 2.—Civil Pensions and Allowances	-	-	-	-	-	-	-	-
TOTAL DIVISION 1. NAVAL YARDS	-	625,289	-	707,283	-	460,476	-	441,[illegible]

(Printed vertically in each "Page in Savings and Deficiencies" column:) No pages can be given, as the Amounts of Expenditure shown here do not appear in the Statement of Savings and Deficiencies which gives only the Total Sum Expended under each Head of the Votes, and not the Amounts for each Yard under these Heads.

‡ The amounts in the Grant Columns against these Sub-heads E. and R. of Vote 6 do not appear in the Navy Estimates, but the information on pages 59 and 60 in this Retabulation will show how they were arrived at.

RETABULATION of the SAVINGS AND DEFICIENCIES—DIVISION I.—NAVAL YARDS. (Details of Pages 14 and 15.)

PEMBROKE and HAULBOWLINE

Vote	Sub-head	Pembroke Expenditure: Page in Savings and Deficiencies	Pembroke Expenditure £.	Pembroke Grant: Page in Estimates	Pembroke Grant £.	Haulbowline Expenditure: Page in Savings and Deficiencies	Haulbowline Expenditure £.	Haulbowline Grant: Page in Estimates	Haulbowline Grant £.
6.	A.		11,699	60	11,462		-	-	-
	B.		225	60	275		-	-	-
	C.		709	60	700		-	-	-
	D.		446	60	390		-	-	-
	E.		70,372	61	69,141		566	61	670
	F.		249	61	257		-	-	-
	G.		1,117	61	1,796		-	-	-
	H.		2,386	61	2,524		-	-	-
	I.		-		-		-		-
	K.		1,455		1,126		-		-
	L.		167		236		15		21
	M.		480		758		24		38
	Total		89,305		88,965		605		729
10. Sec. I.	A.		6,986	Assumed Grant—see Note below.	6,700		100	Assumed Grant—see Note below.	96
	B.		6,074		6,441		Cr. [illegible]		Cr. [illegible]
	C.		22,081		32,702		-		-
	D.		-		-		Cr. 406		Cr. 375
	E.		5,927		5,186		Cr. 1,073		Cr. 995
	F.		182		159		1,179		1,029
	F.		3,526		3,076		43		38
	G.		-		-		-		-
	H.		53		39		40		29
	I.		-		-		-		-
	Total		44,829		54,409		Cr. 1,840		Cr. 1,948
10. Sec. II.	A.		40,300		42,600		nil		nil
	B.		-		-		-		-
	C.		-		-		-		-
	D.		-		-		-		-
	E.		3		4		-		-
	F.		-		-		-		-
	G.		-		-		-		-
	H.		-		-		73		91
	I.		219		180		-		-
	Total		40,522		42,784		73		91
11.			-	101	5,380		550	102	21,200
			2,038				34,726		
			3,374				700		
			-				-		
			-						
		..	2,207	101	2,155	-	-	-	-
		-	4,161	101	4,158	-	-	-	-
		42	11,780	101	11,693	-	35,976	102	21,200
		-	included above	-	500	-	-	-	-
		-	509	-	480	-	322	-	320
		-	-	-	-	-	-	-	-
	Total	-	12,289	-	12,673	-	36,298	-	21,520
		-	186,945	-	198,831	-	35,136	-	20,392
16. Sec. II.		-	-	-	-	-	-	-	-
		-	186,945	-	198,831	-	35,136	-	20,392

TOTAL OF HOME YARDS and NAVAL YARDS ABROAD

Vote	Sub-head	Home Yards Expenditure: Page in Savings and Deficiencies	Home Yards Expenditure £.	Home Yards Grant: Page in Estimates	Home Yards Grant £.	Yards Abroad Expenditure, including the Expenditure incurred on Account of the Abyssinian Expedition: Page in Savings and Deficiencies	Yards Abroad Expenditure £.	Yards Abroad Grant, and Amount Appropriated out of the Vote of Credit.*: Page in Estimates	Yards Abroad Grant £.
6.	A.		140,067	60	141,943		28,533	60	27,329
	B.		6,789	60	6,899		2,310	60	2,281
	C.		8,411	60	9,055		314	60	550
	D.		5,381	60	4,836		1,153	60	1,190
	E.		884,312	61	879,859		40,423	61	45,846
	F.		18,179	61	15,637		3,183	61	4,121
	G.		8,423	61	10,005		412	-	-
	H.		34,634	61	34,123		5,703	61	5,888
	I.		13,317		14,499		-		-
	K.		4,080		4,080		-		-
	L.		1,637		2,309		5,715		5,132
	M.		1,218		1,924		48		76
	Total		1,126,448		1,125,080		87,794		92,413
10. Sec. I.	A.		77,283	Assumed Grant—see Note below.	74,137		3,381	Assumed Grant—see Note below.	3,301
	B.		100,464		144,977		Cr. [illegible]		Cr. [illegible]
	C.		70,088		103,800		-		-
	D.		102,044		94,129		475		438
	E.		176,508		103,302		8,526		7,727 / * 177
	F.		33,846		29,528		24,959		30,711 / * 1,219
	F.		45,909		40,053		1,024		893
	G.		-		-		-		-
	H.		6,508		4,806		12,347		9,117
	I.		2,517		1,538		7,303		4,462
	Total		675,117		676,232		56,546		45,140 / * 1,396
10. Sec. II.	A.		127,376		98,225		nil		nil
	B.		106		185		-		-
	C.		4,186		3,875		-		-
	D.		-		-		-		-
	E.		8,787		11,067		-		-
	F.		9,228		-		-		-
	G.		28		18		-		-
	H.		73		91		5,501		6,877
	I.		335		276		-		-
	Total		150,209		113,737		5,501		6,877
11.			550	-	530,690		-	-	106,100
			415,678	-			135,140		
			42,603	-			10,138		
			390	-			-		
			[illegible]	-			-		
			Addition to Trinity Pier at East Cowes, 1,329	-					
		-	31,572	-	31,906	-	3,511	-	3,451
		-	33,282	-	38,292	-	1,027	-	1,518
		-	542,024	-	600,888	52	149,816	108	111,069
			Portland Coaling and Watering Depôt, 2,030	102	2,330	-	Portland Coaling and Watering Depôt, 2,030		
		-	46 (For Portland, remainder included above.)	-	4,500	-	369 (remainder included above.)	-	500
		-	9,850	-	9,310	-	2,384	-	2,380
		-	4	-	-	-	-	-	-
	Total	-	553,954	-	617,028	-	152,569	-	113,949
		-	2,505,728	-	2,532,086	-	302,410	-	258,379 / * 1,396
16. Sec. II.		-	-	-	-	-	-	-	-
		-	2,505,728	-	2,532,086	-	302,410	-	259,775

TOTAL OF YARDS AT HOME AND ABROAD and OTHER THAN YARDS, or Contract Ships, and Sums for which Special Yards cannot now be stated.

Vote	Sub-head	Yards at Home and Abroad Expenditure, including the Expenditure incurred on Account of the Abyssinian Expedition: Page in Savings and Deficiencies	Expenditure £.	Grant, and Amount Appropriated out of the Vote of Credit.*: Page in Estimates	Grant £.	Other than Yards Expenditure, including the Expenditure incurred on Account of the Abyssinian Expedition: Page in Savings and Deficiencies	Expenditure £.	Grant, and Amount Appropriated out of the Vote of Credit.*: Page in Estimates	Grant £.
6.	A.		168,600	60	169,272		-		-
	B.		9,099	60	9,180		-		-
	C.		8,725	60	9,605		-		-
	D.		6,534	60	6,026		-		-
	E.		924,735	61	925,705		-		-
	F.		21,362	61	19,758		-		-
	G.		8,835	61	10,005		-		-
	H.		40,337	61	40,011		-		-
	I.		13,317		14,499		460		501
	K.		4,080		4,080		-		-
	L.		7,352		7,441		5,506		5,559 / * 191
	M.		1,266		2,000		-		-
	Total		1,214,242		1,217,502		5,966		6,060 / * 191
10. Sec. I.	A.		80,614	Assumed Grant—see Note below.	77,438		1,405	Assumed Grant—see Note below.	1,293
	B.		[illegible]		[illegible]		1,129		3,215
	C.		70,088		103,800		-		-
	D.		102,519		94,567		9,006		8,308
	E.		185,034		171,089 / * 177		14,844		13,474 / * 286
	F.		58,805		50,239 / * 1,219		169,087		134,169 / * 15,297
	F.		46,933		40,946		—		—
	G.		-		-		5,847		5,000
	H.		18,855		13,923		8,272		6,077 / * 42
	I.		9,820		6,000		-		-
	Total		731,663		721,372 / * 1,396		211,590		171,536 / * 15,625
10. Sec. II.	A.		127,376		98,225		223,029		252,275
	B.		106		185		100,683		94,815
	C.		4,186		3,875		465,661		431,125
	D.		-		-		69,944		150,000
	E.		8,787		11,067		741		933
	F.		9,228		-		-		-
	G.		28		18		19,487		11,982
	H.		5,574		6,968		23,222		29,032
	I.		335		276		2,098		1,724
	Total		155,710		120,614		904,865		971,886
11.			550	-	636,790		-	-	-
			550,818				-	-	-
			52,741				-	-	-
			390				-	-	-
			[illegible]				-	-	-
			Addition to Trinity Pier at East Cowes, 1,329				-	-	-
		-	35,083	-	35,357	-	-	-	-
		-	34,309	-	39,810	-	-	-	-
		-	691,840	-	711,957	-	-	-	-
			Portland Coaling and Watering Depôt, 2,030	102	2,330	-	-	-	-
		-	415 (remainder included above.)	-	5,000	-	-	-	-
		-	12,234	-	11,690	-	-	-	-
		-	4	-	-	-	-	-	-
	Total	-	706,523	-	730,977	-	-	-	-
		-	2,808,138	-	2,790,465 / * 1,396	-	1,122,421	-	1,149,482 / * 15,9[illegible]
16. Sec. II.		-	-	-	-	-	121,571	-	131,797
		-	2,808,138	-	2,791,861	-	1,243,992	-	1,297,095

TOTAL. DIVISION I. NAVAL YARDS.

Vote	Total Expenditure: Page in Savings and Deficiencies	Expenditure £.	Grant: Page in Estimates	Grant £.	Sub-Heads Reference Letter: Upon	Sub-Heads Reference Letter: Among	Number of Vote
	14	168,600	60	169,272	A.	N	6.
	14	9,099	60	9,180	B.	O	
	14	8,725	60	9,605	C.	P.	
	14	6,534	60	6,026	D.	Q.	
	14	924,735	61	925,705	E.	R.	
	14	21,362	61	19,758	F.	S.	
	14	8,835	61	10,005	G.	T.	
	14, 16	40,337	61	40,011	H.	U.	
	14	13,777	61	15,000	I.	-	
	14	4,080	61	4,080	K.	-	
	14, 16	12,858	61 / –	13,000 / * 191	L.	V.	
	14	1,266	61	2,000	M.	-	
Total	16	1,220,208	61 / –	1,223,562 / * 191			
	24	82,019	94	[illegible]	A.	-	10. Sec. I.
	24	162,124	94	[illegible]	B.	-	
	24	70,088	94	103,800	C.	-	
	24	111,525	94	102,875	D.	-	
	24	199,878	94 / –	[illegible] / * 463	E.	-	
	24	274,825	95 / –	225,[illegible] / * 16,[illegible]	F.	-	
	24	5,847	94	5,000	G.	-	
	24	27,127	94 / –	20,000 / * 42	H.	-	
	24	9,820	94	6,000	I.	-	
Total	24	943,253	94 / –	[illegible] / * [illegible]			
	26	[illegible]	94	[illegible]	A.	-	10. Sec. II.
	26	100,879	94	95,000	B.	-	
	26	409,847	94	435,000	C.	-	
	26	69,944	94	150,000	D.	-	
	26	9,528	94	12,000	E.	-	
	26	9,228	–	-	F.	-	
	26	19,515	94	12,000	G.	-	
	26	28,796	94	36,000	H.	-	
	26	2,433	94	2,000	I.	-	
Total	26	1,060,575	94	1,092,500			
	–	550	–	[illegible]	-	-	11.
	–	550,818	–				
	–	52,741	–				
	–	390	–				
	–	[illegible]	–				
	–	1,329	–				
	–	35,083	–	35,357	A. to K.	R.	
	–	34,309	–	[illegible]	-	-	
	–	691,840	–	[illegible]			
	–	2,030	102	2,330			
	–	415 (remainder included above.)	–	5,000	V.	-	
	–	12,234	–	11,690	W.	-	
	–	4	–	—	-	-	
Total	–	706,523	-	730,977			
	-	[illegible]	-	[illegible] / * [illegible]			
	-	121,571	-	131,797	A., B., D.	-	16. Sec. II.
	-	4,052,130	-	[illegible]			

(Page in Savings and Deficiencies columns, Votes 6 and 10: No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each Yard against these Heads.)

Note.—The amounts in the Grant Columns for Vote 6, Sub-heads I., K., L., M., and V., and the amounts for each Sub-head of Vote 10, Sects. I. and II., do not appear in the Navy Estimates; they are, however, the amounts assumed to be required for each Yard, being in the same ratio as the actual expenditure incurred at each Yard (except Sub-head A., of Vote 10, Sect. II., which amounts are those furnished by the Controller of the Navy's Department).

DIVISION 2.

VICTUALLING.

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 2.– VICTUALLING (for DETAILS, *see* pages 26 and 27).

DIVISION 2.—VICTUALLING.							SUB-DIVISIONS OF DIVISION 2.															
			DIVISION 2.				DEPTFORD.				GOSPORT.				PLYMOUTH.				HAULBOWLINE.			
			Expenditure.		Grant.		Expenditure.		Grant.		Expenditure.		Grant.		Expenditure.		Grant.		Expenditure.		Grant.	
Number of Vote.	Page in this Account.	TITLE OF VOTE.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
2	10	VICTUALS AND CLOTHING FOR SEAMEN AND MARINES.	8	1,312,687	10	1,335,842	No pages can be given. *See* Note in Expenditure Column on page 26.	572,761	No pages can be given. *See* Note, page 26.	583,819	No pages can be given. *See* Note in Expenditure Column on page 26.	72,570	No pages can be given. *See* Note, page 26.	75,096	No pages can be given. *See* Note in Expenditure Column on page 26.	69,445	No pages can be given. *See* Note, page 26.	71,013	No pages can be given. *See* Note in Expenditure Column on page 26.	22,984	No pages can be given. *See* Note, page 26.	22,406
7	10	VICTUALLING YARDS, WAGES, AND SALARIES, &c.	–	81,490	75	85,424		35,590		37,791		14,942		15,251		14,708		15,231		2,698		2,893
11	10	NEW WORKS, BUILDINGS, MACHINERY, AND REPAIRS.	–	9,443	–	9,885		3,558		3,600		1,318		2,650		2,813		1,875		- -		- -
		TOTAL, EFFECTIVE SERVICE - - -	–	1,403,620	–	1,431,151		611,909		625,210		88,830		92,997		86,966		88,119		25,682		25,299
16 Sect.11.	10	CIVIL PENSIONS AND ALLOWANCES -	–	4,689	–	5,140		- -		- -		- -		- -		- -		- -		- -		- -
		GRAND TOTAL (DIVISION 2) VICTUALLING - - £.	–	1,408,309	–	1,436,291		611,909		625,210		88,830		92,997		86,966		88,119		25,682		25,299

		Expenditure £.		Grant £.	Gosport Expenditure £.	Gosport Grant £.	Plymouth Expenditure £.	Plymouth Grant £.	Haulbowline Expenditure £.	Haulbowline Grant £.
DEPTFORD - - - - - -	–	611,909	–	625,210						
GOSPORT - - - - - - -	–	88,830	–	92,997	88,830	92,997				
PLYMOUTH - - - - - -	–	86,966	–	88,119	- -	- -	86,966	88,119		
HAULBOWLINE - - - - -	–	25,682	–	25,299	- -	- -	- -	- -	25,682	25,299
YARDS ABROAD - - - - -	–	140,459	–	138,634	- -	- -	- -	- -	- -	- -
OTHER THAN YARDS - -	–	764,223	–	797,252	- -	- -	- -	- -	- -	- -
GROSS TOTAL - - - - -	–	1,718,069	–	1,767,511	- -	- -	- -	- -	- -	- -
REPAYMENTS, &c. - - - -	–	*309,760*	–	*331,220*	- -	- -	- -	- -	- -	- -
NET TOTAL (DIVISION 2) - £.	–	1,408,309	–	1,436,291	- -	- -	- -	- -	- -	- -

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 2.—VICTUALLING (for DETAILS, *see* pages 26 and 27).

SUB-DIVISIONS OF DIVISION 2.

TOTAL HOME YARDS.			YARDS ABROAD.		OTHER THAN YARDS (Direct Purchases by Ships, &c.)		GROSS TOTAL.		REPAYMENTS (Supplies to other Departments, Issues to Seamen, &c. to be Paid for.)		TOTAL, DIVISION 2, VICTUALLING.		Number of Vote.
Expenditure.	Page in Estimates.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.	Actual Credit	Assumed Credit.	Expenditure.	Grant.	
£.		£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
737,760	752,334		125,153	122,616	759,534	792,112	1,622,447	1,667,062	*309,760*	*331,220*	1,312,687	1,335,842	2
67,938	71,166		13,552	14,258	- -	- -	81,490	85,424	- -	- -	81,490	85,424	7
7,689	8,125		1,754	1,760	- -	- -	9,443	9,885	- -	- -	9,443	9,885	11
813,387	831,625		140,459	138,634	759,534	792,112	1,713,380	1,762,371	*309,760*	*331,220*	1,403,620	1,431,151	
- -	- -		- -	- -	4,689	5,140	4,689	5,140	- -	- -	4,689	5,140	16 Sect. II.
813,387	831,625		140,459	138,634	764,223	797,252	1,718,069	1,767,511	*309,760*	*331,220*	1,408,309	1,436,291	
813,387	831,625												
- - - - -			140,459	138,634									
- - - - - - - - - - - -					764,223	797,252							
- - - - - - - - - - - - - - - - - -							1,718,069	1,767,511					
- -									*309,760*	*331,220*			
- -											1,408,309	1,436,291	

Note.—This sheet is prepared, strictly speaking, as a Retabulation of the Appropriation Account (Parliamentary Paper No. 132, of Session 1870), which only gives the total of each Vote. The Statement of Savings and Deficiencies is in fact the same as the Appropriation Account, except that in the former Account the amounts of the Sub-Heads of each Vote are given. The Retabulation, pages 18 and 19, giving details as per Sub-Heads, is therefore given as a Retabulation of the Statement of the Savings and Deficiencies Account.

DIVISION 2.

VICTUALLING.

(Details of Pages 22 and 23.)

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 2.—VICTUALLING—(DETAILS of Pages 22 and 23).

DIVISION 2.—VICTUALLING.				SUB-DIVISIONS OF DIVISION 2.											
Number of Vote.	Sub-Heads Reference Letter. Home.	Abroad.	TITLE OF SUB-HEAD OF VOTE.	DEPTFORD.				GOSPORT.				PLYMOUTH.				HAULBOWLINE.			
				Expenditure.		Grant.		Expenditure.		Grant.		Expenditure.		Grant.		Expenditure.		Grant.	
				Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
			Vote 2.—Victuals and Clothing for Seamen and Marines:																
	A.	–	Provisions received under Contract, Purchased, &c.		196,071		191,140		63,409		61,816		54,759		53,384		22,973		
	B.	–	Savings (Payments for Provisions not taken up)		-		-		-		-		-		-		-		-
	C.	–	Allowances in lieu of Provisions, and Fuel to Officers and Men borne on Ships' Books but not Victualled		-		-		-		-		-		-		-		-
	D.	–	Lights and Culinary Fuel for Service Afloat		36,012		41,500		171		198		-		-		-		-
	E.	–	Allowances in lieu of Lights to Officers, &c. Afloat		-		-		-		-		-		-		-		-
	F.	–	Mess Allowances to Officers		-		-		-		-		-		-		-		-
	G.	–	Officers' Mess Traps, Furniture, &c.		3,886		11,329		2,262		6,595		1,543		4,498		-		-
2	H.	–	Victualling Stores received under Contract, &c.		36,660		31,215		2,409		2,051		2,751		2,312		9		8
	I.	–	Freight, Lighterage, &c. on Provisions and Victualling Stores		-		-		-		-		-		-		-		-
	K.	–	Estimated Value of Issues of Provisions, &c. to other Departments of Government, &c.		80,126		82,141		8		8		181		186		-		-
	L.	–	Seamen's Clothing, Soap, and Tobacco		212,101		217,986		4,016		4,128		7,027		7,222		2		2
	M.	–	Marine Clothing and Appointments		3,248		3,201		218		215		1,137		1,120		-		-
	N.	–	Allowances in lieu of Marine Clothing		-		-		-		-		-		-		-		-
	O.	–	Marine Barrack Stores		1,073		1,185		77		85		2,044		2,258		-		-
	P.	–	Estimated Value of Issues of Clothing, &c. to other Departments of Government, &c.		3,584		4,116		-		-		3		3		-		-
			Total, Vote 2		572,761	–	583,819		72,570	–	75,096		69,445	–	71,013		22,984	–	22,986
			Vote 7.—(Victualling Yards only):																
	A.	I.	Salaries and Allowances		8,937	74	8,955		4,395	74	4,555		4,666	74	4,760		1,382	74	1,280
	B.	K.	Rents, Rates, Taxes, and Water		519	74	569		116	74	116		436	74	410		102	74	100
	C.	L.	Lighting with Gas		357	74	450		144	74	160		89	74	110		5	74	5
7	D.	M.	Contingencies		291	74	283		137	74	146		130	74	158		95	74	68
	E.	N.	Wages to Artificers, &c. (excluding Vote 11)		21,444	75	23,160		7,250	75	7,295		6,738	75	6,954		1,151	75	1,118
	F.	–	Wages, Victualling Yard Hoys		2,175	75	2,393		1,408	75	1,490		1,289	75	1,420		83	75	82
	G.	–	Wages, Police Force		1,782	75	1,913		1,477	75	1,477		1,346	75	1,408		-	-	-
	H.	–	Survey Valuation of Stock		85	–	68		15	–	12		14	–	11		-	-	-
			Total, Vote 7		35,590	–	37,791		14,942	–	15,251		14,708	–	15,231		2,698	74	2,883
			Vote 11.—New Works, &c. (Victualling Yards only):																
	L.	S.	Buildings { Additions		-	102	2,000		-	102	700		-	103	860		-	-	-
			Buildings { Repairs		1,893				623				2,438				-		
			Machinery { Additions		359	102	1,200		-	102	1,250		-	103	690		-	-	-
11			Machinery { Repairs		1,306				453				259				-		
			Total	–	3,558	102	3,200	–	1,076	102	1,950	–	2,697	103	1,550	–	-	-	-
	V.	–	Contingencies	–	-	–	400	–	-	–	300	–	-	–	300	–	-	-	-
	W.	–	Temporary Superintendence, &c. of Engineering and Architectural Works and Repairs	-	-	–	-	-	242	178	468	–	116	178	25	–	-	-	-
			TOTAL.—11.—Vote Victualling Yards only	–	3,558	–	3,600		1,318	–	2,650	–	2,813	–	1,875	–	-	-	-
			Total, Votes 2, 7, and 11	–	611,909	–	625,210	–	88,830	–	92,997	–	86,966	–	88,119	–	25,682	–	25,299
16, Sect. II.	–	–	**Vote 16.—Section 2.—Civil Pensions**	–	-	–	-	–	-	–	-	–	-	–	-	–	-	–	-
			TOTAL.—Division 2.—Victualling	–	611,909	–	625,210	–	88,830	–	92,997	–	86,966	–	88,119	–	25,682	–	25,299

Note.—The amounts for Vote 2 in the Grant columns do not appear in the Navy Estimates; they are, however, the amounts assumed to be required for each yard, being in the same ratio as the actual expenditure incurred at each yard.

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 2.—VICTUALLING—(DETAILS of Pages 22 and 23).

SUB-DIVISIONS OF DIVISION 2.

TOTAL OF HOME YARDS.				YARDS ABROAD.				OTHER THAN YARDS (Direct Purchases by Ships, &c.).				GROSS TOTAL.				REPAYMENTS (Supplies to other Departments, Issue to Seamen, &c., to be paid for).				NET TOTAL.				Sub-Heads Reference Letter.		Number of Vote.
Expenditure.		Grant.		Expenditure.		Grant.		Expenditure.		Grant.		Expenditure.		Grant.		Actual Credit.		Assumed Credit, except *		Expenditure.		Grant.		Home.	Abroad.	
Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.			
No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each Yard against those Heads.	337,212	Assumed Grant, *see* Note below.	328,742	No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each Yard against those Heads.	112,434	Assumed Grant. *see* Note below.	109,610	No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each Yard against those Heads.	248,249	Assumed Grant. *see* Note below.	242,013		697,895	–	680,365		*53,109*	Assumed Credit, *see* Note below.	*51,775*	6	644,786	10	628,590	A.	–	2
	- -		- -		- -		- -		131,973		128,253		131,973	11	128,253		- -		- -	6	131,973	10	128,253	B.	–	
	- -		- -		- -		- -		190,291		173,323		190,291	11	173,323		- -		- -	6	190,291	10	173,323	C.	–	
	36,183		41,698		1,637		1,887		23,878		27,518		61,698	–	71,103		*5,916*		*6,817*	6	55,782	10	64,286	D.	–	
	- -		- -		- -		- -		16,940		19,315		16,940	11	19,315		- -		- -	6	16,940	10	19,315	E.	–	
	- -		- -		- -		- -		15,441		56,947		15,441	–	56,947		*207*		*763*	6	15,234	10	56,184	F.	–	
	7,691		22,422		57		167		4,973		14,498		12,721	–	37,087		*9,291*		*27,087*	6	3,430	10	10,000	G.	–	
	41,829		35,616		2,842		2,420		10,242		8,721		54,013	–	46,757		*15,687*		[illegible]	6	[illegible]	10	33,380	H.	–	
	- -		- -		- -		- -		15,830		17,789		15,830	–	17,789		*702*		*759*	6	15,128	10	17,000	I.	–	
	80,315		82,335		2,066		2,118		511		524		82,892	11	84,977		- -		- -	6	82,892	10	84,977	K.	–	
	223,146		229,338		5,068		5,200		23,642		24,208		251,850	12	258,845		*217,337*	12	*221,719	6	34,529	10	37,126	L.	–	
	4,603		4,536		- -		- -		57,003		56,184		61,608	12	60,720		*5,694*	12	*6,895	6	55,914	10	53,825	M.	–	
	- -		- -		- -		- -		4,534		5,019		4,534	12	5,019		- -	Assumed Credit.	- -	8	4,534	10	5,019	N.	–	
	3,194		3,528		- -		- -		15,850		17,511		19,044	–	21,039		*1,827*		*2,018*	8	17,217	10	19,021	O.	–	
	3,587		4,119		1,019		1,205		175		199		4,811	12	5,523		- -		- -	8	4,811	10	5,523	P.	–	
–	737,760	–	752,334	–	125,153	–	122,616	–	759,534	–	792,112	–	1,622,447	–	1,667,062	–	*309,760*	–	*331,220*	8	1,312,687	10	1,335,842			
18	19,260	74	19,550	18	5,351	74	5,373	–	- -	–	- -	18	24,611	74	24,923	–	- -	–	- -	18	24,611	74	24,923	A.	I.	7
18	1,173	74	1,251	18	280	74	276	–	- -	–	- -	18	1,453	74	1,527	–	- -	–	- -	18	1,453	74	1,527	B.	K.	
18	595	74	725	18	108	74	150	–	- -	–	- -	18	703	74	875	–	- -	–	- -	18	703	74	875	C.	L.	
18	653	74	647	18	329	74	270	–	- -	–	- -	18	982	74	917	–	- -	–	- -	18	982	74	917	D.	M.	
18	36,586	75	38,719	18	7,473	75	8,180	–	- -	–	- -	18	44,059	75	46,899	–	- -	–	- -	18	44,059	75	46,899	E.	N.	
18	4,952	75	5,385	–	- -	–	- -	–	- -	–	- -	18	4,952	75	5,385	–	- -	–	- -	18	4,952	75	5,385	F.	–	
18	4,605	75	4,798	–	- -	–	- -	–	- -	–	- -	18	4,605	75	4,798	–	- -	–	- -	18	4,605	75	4,798	G.	–	
–	114	–	91	–	11	–	9	–	- -	–	- -	18	125	75	100	–	- -	–	- -	18	125	75	100	H.	–	
–	67,938	–	71,166	–	13,552	–	14,258	–	- -	–	- -	–	81,490	75	85,424	–	- -	–	- -	–	81,490	75	85,424			
–	- - / 4,954	–	3,560	–	1,005 / 744	108	1,760	–	- - / - -	–	- -	–	1,005 / 5,698	–	5,320	–	- - / - -	–	- -	–	1,005 / 5,698	–	5,320	L.	S.	11
–	359 / 2,018	–	3,140	–	- - / 5	–	- -	–	- - / - -	–	- -	–	359 / 2,023	–	3,140	–	- - / - -	–	- -	–	359 / 2,023	–	3,140			
44	7,331	103	6,700	56	1,754	108	1,760	–	- -	–	- -	44 / 56	9,085	103 / 108	8,460	–	- -	–	- -	44 / 56	9,085	103 / 108	8,460			
–	- -	–	1,000	–	- -	–	- -	–	- -	–	- -	–	- -	–	1,000	–	- -	–	- -	–	- -	–	1,000	V.	–	
–	358	178	425	–	- -	–	- -	–	- -	–	- -	–	358	178	425	–	- -	–	- -	–	358	178	425	W.	–	
–	7,689	–	8,125	–	1,754	–	1,760	–	- -	–	- -	–	9,443	–	9,885	–	- -	–	- -	–	9,443	–	9,885			
–	813,387	–	831,625	–	140,459	–	138,634	–	759,534	–	792,112	–	1,713,380	–	1,762,371	–	*309,760*	–	*331,220*	–	1,403,620	–	1,431,151			16, Sect. II.
–	- -	–	- -	–	- -	–	- -	–	4,689	–	5,140	–	4,689	–	5,140	–	- -	–	- -	–	4,689	–	5,140	–	–	
–	813,387	–	831,625	–	140,459	–	138,634	–	764,223	–	797,252	–	1,718,069	–	1,767,511	–	*309,760*	–	*331,220*	–	1,408,309	–	1,436,291			

The amounts received on account of issues to other Departments (Vote 2, Sub-heads K. and P.) have hitherto been credited to the respective Detailed Heads of Estimate; this year, however, the amounts received were paid into the Exchequer.

DIVISION 3.

MEDICAL.

RETABULATION of the SAVINGS AND DEFICIENCIES—DIVISION 3. MEDICAL (for Details, *see* pages 34 and 35).

DIVISION 3. MEDICAL.

Number of Vote.	Page in this Account.	TITLE OF VOTE.	DIVISION 3. MEDICAL. Expenditure. Including the Expenditure incurred on account of the Abyssinian Expedition. Page in Savings and Deficiencies.	£.	Grant. And Amount Appropriated out of the Vote of Credit.* Page in Estimates.	£.
5	10	Scientific Branch	12	98	26	100
8	10	Medical Establishments at Home and Abroad	22	62,317	76	64,824
11	10	New Works, Buildings, Repairs, &c.	–	12,651	–	13,810
12	10	Medicines and Medical Stores	76	88,081	111	78,164
					–	*60
		TOTAL for Effective Service £.	–	163,147	–	156,898
					–	*60
16 Sect. II.	10	Civil Pensions and Allowances	–	1,695	–	1,873
		GRAND TOTAL (DIVISION 3), MEDICAL £.	–	164,842	–	158,831

SUB-DIVISIONS OF DIVISION 3.

	DEPTFORD (Medical Store Depôt). Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.
DEPTFORD Medical Store Depôt	No pages can be given. *See* Note in Expenditure Column on page 34.	9,637	No pages can be given. *See* Note in Grant Column on page 34.	8,988
MEDICAL ESTABLISHMENTS – HASLAR		33,577		33,831
MEDICAL ESTABLISHMENTS – PLYMOUTH		18,397		18,772
MEDICAL ESTABLISHMENTS – HAULBOWLINE		2,753		2,679
MEDICAL ESTABLISHMENTS – YARMOUTH		11,169		10,651
MARINE AND MARINE ARTILLERY INFIRMARIES – WOOLWICH		7,233		7,056
MARINE AND MARINE ARTILLERY INFIRMARIES – CHATHAM		6,437		6,399
MARINE AND MARINE ARTILLERY INFIRMARIES – PORTSMOUTH (Forton)		233		475
MARINE AND MARINE ARTILLERY INFIRMARIES – PORTSMOUTH (Fort Cumberland)		1,976		1,964
MARINE AND MARINE ARTILLERY INFIRMARIES – PLYMOUTH		1,601		1,650
MARINE AND MARINE ARTILLERY INFIRMARIES – DEAL		482		488
MEDICAL ESTABLISHMENTS ABROAD		43,955		42,066
OTHER THAN ESTABLISHMENTS		27,392		23,812
TOTAL Division 3 £.		164,842		158,831

MEDICAL ESTABLISHMENTS.

	HASLAR (Medical Establishment). Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.
DEPTFORD Medical Store Depôt				
HASLAR	*See* Note in Expenditure Column on page 34.	64	*See* Note in Grant Column on page 34.	65
PLYMOUTH		17,634		19,052
HAULBOWLINE		4,442		4,360
YARMOUTH		11,437		10,354
WOOLWICH		33,577		33,831
CHATHAM	No pages can be given. *See* Note in Expenditure Column on page 34.	– –	No pages can be given. *See* Note in Grant Column on page 34.	– –
PORTSMOUTH (Forton)		33,577		33,831
PORTSMOUTH (Fort Cumberland)		33,577		33,831
PLYMOUTH				
DEAL				
MEDICAL ESTABLISHMENTS ABROAD				
OTHER THAN ESTABLISHMENTS				
TOTAL Division 3 £.				

	PLYMOUTH (Medical Establishment). Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.
DEPTFORD Medical Store Depôt				
HASLAR				
PLYMOUTH	*See* Note in Expenditure Column on page 34.	10,801	*See* Note in Grant Column on page 34.	11,720
HAULBOWLINE		1,231		1,338
YARMOUTH		6,331		5,679
WOOLWICH		18,397		18,772
CHATHAM	No pages can be given. *See* Note in Expenditure Column on page 34.	– –	No pages can be given. *See* Note in Grant Column on page 34.	– –
PORTSMOUTH (Forton)		18,397		18,772
PORTSMOUTH (Fort Cumberland)				
PLYMOUTH				
DEAL				
MEDICAL ESTABLISHMENTS ABROAD				
OTHER THAN ESTABLISHMENTS				
TOTAL Division 3 £.				

	HAULBOWLINE (Medical Establishment). Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.
DEPTFORD Medical Store Depôt				
HASLAR				
PLYMOUTH		1,593		1,608
HAULBOWLINE	*See* Note in Expenditure Column on page 34.	– –	*See* Note in Grant Column on page 34.	– –
YARMOUTH		1,160		1,071
WOOLWICH		2,753		2,679
CHATHAM	No pages can be given. *See* Note in Expenditure Column on page 34.	– –	No pages can be given. *See* Note in Grant Column on page 34.	– –
PORTSMOUTH (Forton)		2,753		2,679
PORTSMOUTH (Fort Cumberland)				
PLYMOUTH				
DEAL				
MEDICAL ESTABLISHMENTS ABROAD				
OTHER THAN ESTABLISHMENTS				
TOTAL Division 3 £.				

	YARMOUTH (Medical Establishment). Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.
DEPTFORD Medical Store Depôt				
HASLAR				
PLYMOUTH		4,303		4,038
HAULBOWLINE		2,321		2,330
YARMOUTH	*See* Note in Expenditure Column on page 34.	4,545	*See* Note in Grant Column on page 34.	4,283
WOOLWICH		11,169		10,651
CHATHAM	No pages can be given. *See* Note in Expenditure Column on page 34.	– –	No pages can be given. *See* Note in Grant Column on page 34.	– –
PORTSMOUTH (Forton)		11,169		10,651
PORTSMOUTH (Fort Cumberland)				
PLYMOUTH				
DEAL				
MEDICAL ESTABLISHMENTS ABROAD				
OTHER THAN ESTABLISHMENTS				
TOTAL Division 3 £.				

MARINE AND

	WOOLWICH (Marine Infirmary). Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.
DEPTFORD Medical Store Depôt				
HASLAR				
PLYMOUTH		4,364		4,337
HAULBOWLINE		1,005		1,012
YARMOUTH	*See* Note in Expenditure Column on page 34.	1,864	*See* Note in Grant Column on page 34.	1,707
WOOLWICH		7,233		7,056
CHATHAM	No pages can be given. *See* Note in Expenditure Column on page 34.	– –	No pages can be given. *See* Note in Grant Column on page 34.	– –
PORTSMOUTH (Forton)		7,233		7,056
PORTSMOUTH (Fort Cumberland)				
PLYMOUTH				
DEAL				
MEDICAL ESTABLISHMENTS ABROAD				
OTHER THAN ESTABLISHMENTS				
TOTAL Division 3 £.				

	CHATHAM Marine Infirmary. Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.
DEPTFORD Medical Store Depôt				
HASLAR				
PLYMOUTH		3,947		87
HAULBOWLINE		300		
YARMOUTH	*See* Note in Expenditure Column on page 34.	2,190	*See* Note in Grant Column on page 34.	
WOOLWICH		6,437		
CHATHAM	No pages can be given. *See* Note in Expenditure Column on page 34.	– –	No pages can be given. *See* Note in Grant Column on page 34.	– –
PORTSMOUTH (Forton)		6,437		
PORTSMOUTH (Fort Cumberland)				
PLYMOUTH				
DEAL				
MEDICAL ESTABLISHMENTS ABROAD				
OTHER THAN ESTABLISHMENTS				
TOTAL Division 3 £.				

RETABULATION of the SAVINGS AND DEFICIENCIES—DIVISION 3. MEDICAL (for Details, *see* pages 34 and 35).

SUB-DIVISIONS OF DIVISION 3.

MARINE ARTILLERY INFIRMARIES.

Number of Vote	PORTSMOUTH (Marine Infirmary, Forton). Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates.	Grant. £.	PORTSMOUTH (Marine Artillery Infirmary, Fort Cumberland). Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates.	Grant. £.
5	-	- -	–	- -	–	- -	–	- -
8		1,226	87	1,250		1,582	87	1,592
11		- -		- -		- -		- -
12		*Cr.* 993		*Cr.* 775		394		372
		233		475		1,976		1,964
16 Sec. II.		- -		- -		- -		- -
		233		475		1,976		1,964

Number of Vote	PLYMOUTH (Marine Infirmary). Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates.	Grant. £.	DEAL (Marine Infirmary). Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates.	Grant. £.
5	–	- -	–	- -	–	- -	–	- -
8		1,601	87	1,650		274	87	298
11		- -		- -		- -		- -
12		- *See* Note, page 35. -				208		190
		1,601		1,650		482		488
16 Sec. II.		- -		- -		- -		- -
		1,601		1,650		482		488

Number of Vote	TOTAL MEDICAL ESTABLISHMENTS AND MARINE, &c. INFIRMARIES AT HOME. Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates.	Grant. £.	MEDICAL ESTABLISHMENTS ABROAD. Expenditure. Including the Expenditure incurred on account of the Abyssinian Expedition. Page in Savings and Deficiencies.	Expenditure. £.	Grant. And Amount Appropriated out of the Vote of Credit. * Page in Estimates.	Grant. £.
5	12	98	26	100	–	- -	–	- -
8		47,325		49,580		14,992	87	15,244
11		9,299		9.500		3,352		4,310
12		36,773		33,773		25,611		22,452 / *60
		93,495		92,953		43,955		42,006 / *60
16 Sec. II.		- -		- -		- -		- -
		93,495		92,953		43,955		42,066

Number of Vote	TOTAL MEDICAL ESTABLISHMENTS, &c. at HOME and ABROAD. Expenditure. Including the Expenditure incurred on account of the Abyssinian Expedition. Page in Savings and Deficiencies.	Expenditure. £.	Grant. And Amount Appropriated out of the Vote of Credit. * Page in Estimates.	Grant. £.	OTHER THAN ESTABLISHMENTS, And Sums for which Special Establishments cannot now be stated. Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates	Grant. £.
5	12	98	26	100	-	- -	–	- -
8	22	62,317	76	64,824		- -		- -
11		12,651		13,810		- -		- -
12		62,384		56,225 / *60		25,697		21,939
		137,450		134,959 / *60		25,697		21,939
16 Sec. II.		- -		- -		1,695		1,873
		137,450		135,019		27,392		23,812

Number of Vote	TOTAL DIVISION 3, MEDICAL. Expenditure. Including the Expenditure incurred on account of the Abyssinian Expedition. Page in Savings and Deficiencies.	Expenditure. £.	Grant. And Amount Appropriated out of the Vote of Credit.* Page in Estimates.	Grant. £.
5	12	98	26	100
8	22	62,317	76	64,824
11	–	12,651	–	13,810
12	76	88,081	111 / –	78,164 / *60
		163,147	– / –	156,898 / *60
16 Sec. II.	–	1,695	–	1,873
		164,842		158,831

(In each "Page in Savings and Deficiencies" column: No pages can be given. *See* Note in Expenditure Column on page 35. In each "Page in Estimates" column: No pages can be given. *See* Note in Grant Column on page 35.)

Expenditure	Grant
233	475
1,976	1,964
1,601	1,650
482	488
93,495	92,953
43,955	42,066
137,450	135,019
27,392	23,812
164,842	158,831

—This sheet is prepared, strictly speaking, as a Retabulation of the Appropriation Account (Parliamentary Paper, No. 132, of Session 1870), which only gives the total of each Vote. The Statement of Savings and Deficiencies is in fact the same as the Appropriation Account, except that in the former accounts the amount of the Sub-heads of each Vote are given. The Retabulation pages 18 and 19, giving details as per Sub-heads, is therefore given as a Retabulation of the Statement of the Savings and Deficiencies Account.

DIVISION 3.

M E D I C A L.

(Details of Pages 30 and 31.)

RETABULATION of the SAVINGS AND DEFICIENCIES—DIVISION 3.—MEDICAL.—(Details of Pages 30 and 31.)

Number of Vote.	Sub-Heads Reference Letter. Home.	Abroad.		DEPTFORD Medical Store Depôt. Expenditure. £.	Grant. Page in Estimates.	Grant. £.	MEDICAL ESTABLISHMENTS. HASLAR Medical Establishment. Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates.	Grant. £.	PLYMOUTH Medical Establishment. Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates.	Grant. £.	HAULBOWLINE Medical Establishment. Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates.	Grant. £.	YARMOUTH Medical Establishment. Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates.	Grant. £.	MARINE AND WOOLWICH Marine Infirmary. Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates.	Grant. £.	CHATHAM Marine Infirmary Expenditure. Page in Savings and Deficiencies.	Expenditure. £.	Grant. Page in Estimates.	Grant. £.
			Vote 5.—Scientific Branch.																												
5	M.	–	Libraries and Museums at Haslar and Plymouth Hospitals	–	–	–	–	64	–	65	–	34	–	35	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
			Vote 8.—Medical Establishments at Home and Abroad.																												
8	A.	G.	Salaries and Allowances, Medical Establishments	–	–	–	–	7,655	86	7,628	–	4,803	86	4,916	–	810	86	813	–	1,029	86	1,583	–	–	–	–	–	–	–	–	–
	B.	H.	Rents, Rates, Taxes, and Water ditto	–	–	–	–	298	86	426	–	330	86	297	–	–	–	–	–	275	86	184	–	–	–	–	–	–	–	–	–
	C.	I.	Lighting with Gas ditto	–	–	–	–	353	86	400	–	212	86	240	–	–	–	–	–	175	86	150	–	–	–	–	–	–	–	–	–
	D.	K.	Contingencies ditto	–	–	–	–	488	87	665	–	212	87	204	–	16	87	56	–	290	87	287	–	–	–	–	–	–	–	–	–
	E.	L.	Wages, &c., Hospital Attendants ditto	–	–	–	–	7,328	87	8,859	–	4,328	87	5,207	–	767	87	739	–	1,925	87	1,834	–	–	–	–	–	–	–	–	–
	F.	–	Wages, &c., Police Force ditto	–	–	–	–	1,242	87	1,134	–	916	87	916	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	M.	–	Salaries and Allowances, Marine Infirmaries	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1,488	86	1,440	–	1,463	86	1,465	–
	N.	–	Rents, Rates, Taxes, and Water ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	282	86	126	–	102	86	102	–
	O.	–	Lighting with Gas ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	180	86	200	–	127	86	130	–
	P.	–	Contingencies ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	47	87	51	–	62	87	60	–
	Q.	–	Wages, &c. ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1,806	87	1,800	–	1,967	87	1,968	–
	R.	–	Wages, &c., Police Force ditto	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	561	87	561	–	286	87	286	–
			Total Vote 8	–	–	–	–	17,634	87	19,052	–	10,801	87	11,720	–	1,593	87	1,608	–	4,303	87	4,038	–	4,364	87	4,337	–	3,947	87	4,009	–
			Vote 11.—New Works, Repairs, &c. (Medical Establishments only).																												
11	M. and O.	T.	Buildings { Additions	–	–	–	–	397	103	2,790	–	271	103	1,189	–	–	–	–	–	570	103	2,280	–	1,095	105	1,000	–	300	105	400	–
			Buildings { Repairs	–	–	–	–	2,502			–	960			–	–	–	–	–	1,080			–	–			–	–			–
			Machinery { Additions	–	–	–	–	–	103	800	–	–	103	–	–	–	–	–	–	–	103	–	–	–	–	–	–	–	–	–	–
			Machinery { Repairs	–	–	–	–	1,143			–	–			–	–	–	–	–	–			–	–	–	–	–	–	–	–	–
			Total	–	–	–	–	4,442	103	3,590	–	1,231	103	1,180	–	–	–	–	–	2,269	103	2,280	–	1,095	105	1,000	–	300	105	400	–
	V.	–	Contingencies (Works and Repairs)	–	–	–	–	included above	–	770	–	included above	–	158	–	–	–	–	–	–	–	–	–	1,005	–	12	–	–	–	–	–
	W.	–	Temporary Superintendence, &c. of Engineering and Architectural Works and Repairs	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	52	–	50	–	–	–	–	–	–	–	–	–
			Total Vote 11, Medical Establishments only	–	–	–	–	4,442	–	4,360	–	1,231	–	1,338	–	–	–	–	–	2,321	–	2,330	–	1,005	105	1,012	–	300	105	400	–
			Vote 12.—Medicines and Medical Stores.																												
12	A.	–	Hospital and Infirmary Provisions and Stores	–	8,855	Assumed Grant, *see* Note below.	8,371	8,628	Assumed Grant, *see* Note below.	8,167	–	4,350	Assumed Grant, *see* Note below.	4,112	–	980	Assumed Grant, *see* Note below.	990	–	4,436	Assumed Grant, *see* Note below.	4,194	–	1,526	Assumed Grant, *see* Note below.	1,440	–	1,419	Assumed Grant, *see* Note below.	1,442	–
	B.	–	Medicines and Surgical Instruments	–	739		575	2,766		2,150	–	1,910		1,360	–	171		135	–	103		83	–	321		220	–	197		195	–
	C.	–	Subsistence, &c. of Seamen, at Sick Quarters, &c.	–	20		17	–		–	–	7		7	–	–		–	–	–		–	–	17		14	–	17		14	–
	D.	–	Expenses of carrying out Contagious Diseases Act, &c.	–	–		–	–		–	–	–		–	–	–		–	–	–		–	–	–		–	–	–		–	–
	E.	–	Miscellaneous Disbursements, Medical Service	–	23		25	43		47	–	55		60	–	9		10	–	6		6	–	–		–	–	7		–	–
			Total Vote 12	–	9,637		8,988	11,437		10,354	–	6,331		5,679	–	1,160		1,071	–	4,545		4,283	–	1,864		1,707	–	2,100		1,904	–
			TOTAL VOTES 5, 8, 11, and 12	–	9,637	–	8,988	33,577	–	33,831	–	18,397	–	18,772	–	2,753	–	2,679	–	11,169	–	10,651	–	7,233	–	7,056	–	6,447	–	6,309	–
16 Sect. 2.	–	–	**VOTE 16, Sect 2.—Civil Pensions**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
			TOTAL DIVISION 3, MEDICAL	–	9,637	–	8,988	33,577	–	33,831	–	18,397	–	18,772	–	2,753	–	2,679	–	11,169	–	10,651	–	7,233	–	7,056	–	6,447	–	6,309	–

Note.—The Amounts in the Grant Columns do not appear in the Navy Estimates; they are, however, the amounts

RETABULATION of the SAVINGS AND DEFICIENCIES—DIVISION 3.—MEDICAL.—(Details of Pages 30 and 31.)

MARINE ARTILLERY INFIRMARIES.

PORTSMOUTH Marine Infirmary, Forton. Expenditure £	Page in Savings and Deficiencies	PORTSMOUTH Marine Infirmary, Forton. Grant Page in Estimates	PORTSMOUTH Marine Infirmary, Forton. Grant £
- -			
- -			
- -			
- -			
- -			
- -			
1,096	86	86	1,117
70	86	86	70
- -			
7	87	87	10
53	87	87	53
- -			
1,226	87	87	1,250
- -			
- -			
- -			
- -			
- -			
- -			
Cr. 997		Assumed Grant, *see* Note below.	Cr. 779
4			4
- -			
- -			
- -			
Cr. 993			Cr. 775
233	-	-	475
- -			
233	-	-	475

PORTSMOUTH Marine Artillery Infirmary, Fort Cumberland. Expenditure £	Page in Savings and Deficiencies	PORTSMOUTH Marine Artillery Infirmary, Fort Cumberland. Grant Page in Estimates	PORTSMOUTH Marine Artillery Infirmary, Fort Cumberland. Grant £
- -			
- -			
- -			
- -			
- -			
- -			
1,159	86	86	1,163
35	86	86	80
- -			
88	87	87	78
300	87	87	271
- -			
1,582	87	87	1,592
- -			
- -			
- -			
- -			
- -			
- -			
386		Assumed Grant, *see* Note below.	365
8			7
- -			
- -			
- -			
394			372
- -	-	-	- -
- -			
1,976	-	-	1,964

PLYMOUTH Marine Infirmary. Expenditure £	Page in Savings and Deficiencies	PLYMOUTH Marine Infirmary. Grant Page in Estimates	PLYMOUTH Marine Infirmary. Grant £
No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each Marine Infirmary against those Heads.			
1,112	86	86	1,140
53	86	86	40
- -			
33	87	87	31
403	87	87	430
- -			
1,601	87	87	1,650
- -			
- -			
- -			
- -			
- -			
- -			
Upon investigating the vouchers and other documents relating to Vote 12, it was found impossible to divide the amounts for the Medical Establishment from those for the Marine Infirmary at Plymouth; the whole amounts have, therefore, been placed under the "Medical Establishment, Plymouth."			
- -	-	-	- -
- -			
1,601	-	-	1,650

DEAL Marine Infirmary. Expenditure £	Page in Savings and Deficiencies	DEAL Marine Infirmary. Grant Page in Estimates	DEAL Marine Infirmary. Grant £
No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each Marine Infirmary against those Heads.			
48	87	87	48
226	87	87	250
- -			
- -			
- -			
- -			
274	87	87	298
- -			
- -			
- -			
- -			
- -			
- -			
109		Assumed Grant, *see* Note below.	103
87			75
- -			
- -			
- -			
12			12
208			190
- -	-	-	- -
- -			
482	-	-	488

TOTAL MEDICAL ESTABLISHMENTS and MARINE INFIRMARIES AT HOME. Expenditure £	Page in Savings and Deficiencies	TOTAL MEDICAL ESTABLISHMENTS and MARINE INFIRMARIES AT HOME. Grant Page in Estimates	TOTAL MEDICAL ESTABLISHMENTS and MARINE INFIRMARIES AT HOME. Grant £
12 98	12	20 100	20
14,807	20	14,940	20
903	20	847	20
740	20	790	20
1,015	20	1,152	20
14,618	20	16,030	20
2,158	20	2,050	20
6,318	22	6,335	22
542	22	446	22
307	22	385	22
285	22	298	22
4,695	22	4,851	22
847	22	847	22
47,325	-	49,580	-
1,238 / 6,806	-	7,710	-
- / 1,143	-	800	-
9,247	46 / 50	8,510	103 / 105
included above	-	940	-
52	-	50	-
9,299	-	9,500	-
29,492		28,044	
7,065		5,510	
61		52	
- -		- -	
155		167	
36,773		33,773	
93,495	-	92,953	-

MEDICAL ESTABLISHMENTS ABROAD. Expenditure, including the Expenditure incurred on Account of the Abyssinian Expedition. £	Page in Savings and Deficiencies	Grant, and Amount appropriated out of the Vote of Credit.* Page in Estimates	Grant, and Amount appropriated out of the Vote of Credit.* £
- -	-	-	- -
9,428	20	86	9,541
76	20	86	40
183	20	86	200
377	20	87	279
4,928	20	87	5,184
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
14,992	-	87	15,244
1,145 / 2,207	-	109	3,250
- -	-	-	- -
- -	-	-	- -
3,352	58	109	3,250
included above	-	-	1,060
- -	-	-	- -
3,352	-	-	4,310
8,750			8,520
3,424 / 13,072			2,669 *6 / 10,865 *54
- -			- -
365			398
25,611			22,452 *60
43,955	-	-	42,006 *60

TOTAL MEDICAL ESTABLISHMENTS, &c., AT HOME AND ABROAD. Expenditure, including the Expenditure incurred on Account of the Abyssinian Expedition. £	Page in Savings and Deficiencies	TOTAL MEDICAL ESTABLISHMENTS, &c., AT HOME AND ABROAD. Grant, and Amount appropriated out of the Vote of Credit.* Page in Estimates	TOTAL MEDICAL ESTABLISHMENTS, &c., AT HOME AND ABROAD. Grant, and Amount appropriated out of the Vote of Credit.* £
12 98	12	20 100	20
24,325	20	24,481	20
979	20	887	20
923	20	990	20
1,392	20	1,431	20
19,546	20	21,823	20
2,158	20	2,050	20
6,318	22	6,335	22
542	22	446	22
307	22	385	22
285	22	298	22
4,695	22	4,851	22
847	22	847	22
62,317	22	64,824	22
2,383 / 9,073	-	10,960	-
- / 1,143	-	800	-
12,599	46 / 50 / 58	11,760	103 / 105 / 109
included above	-	2,000	-
52	-	50	-
12,651	-	13,810	-
38,242		36,564	
10,489 / 13,133		8,179 *6 / 10,917 *54	
- -		- -	
520		565	
62,384		56,225 *60	
137,450	-	134,959 *60	-

OTHER THAN ESTABLISHMENTS. Sums for which Special Establishments cannot now be stated. Expenditure £	Page in Savings and Deficiencies	OTHER THAN ESTABLISHMENTS. Grant Page in Estimates	OTHER THAN ESTABLISHMENTS. Grant £
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
- -	-	-	- -
1,363		2,000	
423		321	
6,395		5,183	
15,742		12,500	
1,774		1,935	
25,697		21,939	
25,697	-	21,939	-
1,695	-	1,873	-
27,392	-	23,812	-

TOTAL, DIVISION 3, MEDICAL. Expenditure, including the Expenditure incurred on Account of the Abyssinian Expedition. £	Page in Savings and Deficiencies	TOTAL, DIVISION 3, MEDICAL. Grant, and Amount appropriated out of the Vote of Credit.* Page in Estimates	TOTAL, DIVISION 3, MEDICAL. Grant, and Amount appropriated out of the Vote of Credit.* £	Sub-Heads Reference Letter. Home.	Abroad.	Number of Vote.
12 98	12	26 100	26	M.	-	5.
24,325	20	86	24,481	A.	G.	
979	20	86	887	B.	H.	
923	20	86	990	C.	I.	
1,392	20	87	1,431	D.	K.	
19,546	20	87	21,823	E.	L.	
2,158	20	87	2,050	F.	-	
6,318	22	86	6,335	M.	-	8.
542	22	86	446	N.	-	
307	22	86	385	O.	-	
285	22	87	298	P.	-	
4,695	22	87	4,851	Q.	-	
847	22	87	847	R.	-	
62,317	22	87	64,824	-	-	
2,383 / 9,073	-	-	10,960	M. and O.	T.	11.
- / 1,143	-	-	800			
12,599	46 / 50 / 58	103 / 105 / 109	11,760			
included above	-	-	2,000	V.	-	
52	-	-	50	W.	-	
12,651	-	-	13,810	-	-	
38,564				A.	-	
8,500 *6 / 10,912	76	111 -	8,500 *6	B.	-	
16,100 *54 / 19,528	76	111 -	16,100 *54	C.	-	
15,742	76	111	12,500	D.	-	12.
2,294	76	111	2,500	E.	-	
88,081	76	111 -	78,164 *60	-	-	
163,147	-	-	[illegible] *60			
1,695	-	-	1,873	-	-	16.
164,842	-	-	168,811			

* Amount required for each Establishment, &c., being in the same ratio as the actual Expenditure incurred at each Establishment, &c.

DIVISION 4.

MARINE.

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 4. MARINE (for DETAILS, *see* pages 42 and 43).

Number of Vote.	Page in this Account.	TITLE OF VOTE.	DIVISION 4. MARINE. Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.	WOOLWICH, including Deptford Barracks. Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.	CHATHAM. Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.	PORTSMOUTH MARINE BARRACKS, FORTON. Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.	PORTSMOUTH MARINE ARTILLERY BARRACKS. Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.
1	11	WAGES TO SEAMEN AND MARINES	–	318,750	–	302,815	52,366		–	49,498	52,991		–	49,882	47,531		–	45,018	79,278		–	79,436
9	11	MARINE DIVISIONS	22	19,366	93	20,709	4,105		93	4,507	3,109		93	3,667	3,729		93	3,722	3,959		93	4,149
11	11	NEW WORKS, BUILDINGS, AND REPAIRS	–	33,661	–	25,915	773		103	3,850	3,086		104	1,850	5,529		–	4,240	14,269		104 178	5,425
		TOTAL FOR EFFECTIVE SERVICE	–	371,777	–	349,439	57,244		–	57,855	59,186		–	55,399	56,789		–	52,980	97,506		–	83,010
15	11	HALF PAY, RESERVED, AND RETIRED PAY	–	50,786	121	52,531	—		–	—	—		–	—	—		–	—	—		–	—
16 Sect. I.	11	Sect. I.—MILITARY PENSIONS, &c.	–	125,928	–	124,635	—		–	—	—		–	—	—		–	—	—		–	—
Sect. II.	11	Sect. II.—CIVIL PENSIONS, &c.	–	401	–	466	—		–	—	—		–	—	—		–	—	—		–	—
		GRAND TOTAL (DIVISION 4) MARINE	£.	548,892	–	527,071	57,244		–	57,855	59,186		–	55,399	56,789		–	52,980	97,506		–	83,010
		WOOLWICH	No pages can be given.				57,244		–	57,855	No pages can be given.				No pages can be given.				No pages can be given.			
		CHATHAM					59,186		–	55,399	–	59,186	–	55,399								
		PORTSMOUTH MARINE BARRACKS, FORTON					56,789		–	52,980	–	–	–	–	–	56,789	–	52,980				
		PORTSMOUTH MARINE ARTILLERY BARRACKS					97,506		–	83,010	–	–	–	–	–	–	–	–	–	97,506	–	83,010
		PLYMOUTH					68,284		–	64,055	–	–	–	–	–	–	–	–	–	–	–	–
		DEAL RECRUITING DEPÔT					13,116		–	13,780	–	–	–	–	–	–	–	–	–	–	–	–
		TOTAL MARINE DIVISIONS					352,125		–	327,079	–	–	–	–	–	–	–	–	–	–	–	–
		OTHER than DIVISIONS, and Sums for which especial Divisions cannot be stated					196,767		–	199,992	–	–	–	–	–	–	–	–	–	–	–	–
		TOTAL DIVISION 4	£.	548,892	–	527,071	548,892		–	527,071	–	–	–	–	–	–	–	–	–	–	–	–

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 4. MARINE (for DETAILS, *see* pages 42 and 43).

PLYMOUTH, including Mill Bay Barracks.			DEAL RECRUITING DEPÔT.			TOTAL DIVISIONS.			OTHER than DIVISIONS, and Sums for which Special Divisions cannot now be stated.			TOTAL DIVISION 4. MARINE.			Number of Vote.
Expenditure.		Grant.	Expenditure.		Grant.	Expenditure.		Grant.	Expenditure.		Grant.	Expenditure.		Grant.	
Page in Savings and Deficiencies.	£.	Page in Estimates. £.	Page in Savings and Deficiencies.	£.	Page in Estimates. £.	Page in Savings and Deficiencies.	£.	Page in Estimates. £.	Page in Savings and Deficiencies.	£.	Page in Estimates. £.	Page in Savings and Deficiencies.	£.	Page in Estimates. £.	
56,369	–	52,981	10,563	–	9,640	–	299,098	– 280,455	19,652	–	22,360	–	318,750	– 302,815	1
3,769	93	3,634	695	93	1,030	22	19,366	93 20,709	—	–	—	22	19,366	93 20,709	9
8,146	104	7,440	1,858	–	3,110	–	33,661	– 25,915	—	–	—	–	33,661	– 25,915	11
68,284	–	64,055	13,116	–	13,780	–	352,125	– 327,079	19,652	–	22,360	–	371,777	– 349,439	
—	–	—	—	–	—	–	—	– —	50,786	121	52,531	–	50,786	121 52,531	15
—	–	—	—	–	—	–	—	– —	125,928	–	124,635	–	125,928	– 124,635	16. Sect. I.
—	–	—	—	–	—	–	—	– —	401	–	466	–	401	– 466	Sect. II.
68,284	–	64,055	13,116	–	13,780	–	352,125	– 327,079	196,767	–	199,992	–	548,892	– 527,071	
68,284	–	64,055													
			13,116	–	13,780										
						352,125	–	327,079							
									196,767	–	199,992				
												548,892	–	527,071	

Note.—This sheet is prepared, strictly speaking, as a Retabulation of the Appropriation Account (Parliamentary Paper, No. 132 of Session 1870), which only gives the Total of each Vote. The Statement of Savings and Deficiencies is in fact the same as the Appropriation Account, except that in the former Account the amounts of the *Sub-heads* of each Vote are given. The Retabulation pages 18 and 19 giving details as per Sub-heads, is therefore given as a Retabulation of the Statement of the Savings and Deficiencies Account.

DIVISION 4.

MARINE.

DETAILS of PAGES 38 and 39.

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 4. MARINE.—(Details of pages 38 and 39.)

Number of Vote.	Sub-Heads Reference Letter. Home.	Abroad.	TITLE OF SUB-HEAD OF VOTE.	WOOLWICH, including Deptford Barracks.* Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.	CHATHAM. Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.	PORTSMOUTH MARINE BARRACKS, FORTON. Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.	PORTSMOUTH MARINE ARTILLERY BARRACKS. Expenditure. Page in Savings and Deficiencies.	£.	Grant. Page in Estimates.	£.
			Vote 1.—Wages to Seamen and Marines:																
1	C.	–	Subsistence of Commissioned and Staff Officers, Royal Marines, on Shore.		13,703		15,327		13,048		14,531		12,096		14,138		14,430		16,089
	D.	–	Subsistence of Non-commissioned Officers and Privates, Royal Marines, on Shore.		34,083		30,383		36,153		31,071		31,024		27,178		50,250		51,004
	E.	–	Prizes to Royal Marines for Good Shooting		70		106		109		139		111		103		205		[illegible]
	F.	–	Recruiting Expenses, Royal Marines		—		—		—		—		—		—		—		—
	–	G.	Colonial Pay and Field Allowances to Marines, San Juan		—		—		—		—		—		—		—		—
	H.	–	Contingencies, Marine Service		3,850		3,682		3,681		3,521		3,700		3,539		5,393		[illegible]
			Total, Vote 1		52,366	Assumed Grant, see Note below.	49,498		52,991	Assumed Grant, see Note below.	49,882		47,531	Assumed Grant, see Note below.	45,018		79,278	Assumed Grant, see Note below.	73,436
			Vote 9.—Marine Divisions:																
9	A.	–	Salaries and Allowances		606	93	701		570	93	744		696	93	684		687	93	[illegible]
	B.	–	Rents, Rates, Taxes, Gas, and Water		1,892	93	2,001		830	93	1,080		1,647	93	1,489		1,506	93	1,704
	C.	–	Lighting the Barracks with Gas		574	93	740		904	93	880		457	93	500		899	93	1,000
	D.	–	Contributions and Grants in Aid		413	93	431		343	93	462		268	93	354		282	93	266
	E.	–	Contingencies		620	93	544		453	93	501		661	93	695		594	93	641
			Total, Vote 9		4,105	93	4,507		3,109	93	3,667		3,729	93	3,722		3,959	93	4,149
			Vote 11.—New Works, &c.—Marine Divisions only:																
11	N.	–	Buildings—Additions		63	103	3,000		2,309	104	1,150		4,168	104	2,150		12,969	–	[illegible]
			Buildings—Repairs, &c.		616 *94	103 103	750 *100		777	104	700		1,317	104	1,510		1,025	–	[illegible]
			Machinery—Repairs		—	–	—		—	–	—		44	104	50		—	–	–
			Total		679 *94	103 103	3,750 *100		3,086	104	1,850		5,529	104	3,710		13,994	104	[illegible]
	V.	–	Contingencies		—	–	—		—	–	—		included above.	–	530		—	–	–
	W.	–	Temporary Superintendence, &c. of Engineering and Architectural Works and Repairs.		—	–	—		—	–	—		—	–	—		275	178	[illegible]
			Total, Vote 11		773	103	3,850		3,086	104	1,850		5,529	–	4,240		14,269	{104} {178}	[illegible]
			Total, Votes 1, 9, and 11	–	57,244	–	57,855	–	59,186	–	55,399	–	56,789	–	52,980	–	97,506	–	85,010
15	A.	–	**Vote 15.—Half-Pay, Reserved, and Retired Pay**	–	—	–	—	–	—	–	—	–	—	–	—	–	—	–	–
16, Sect. I.	–	–	**Vote 16.—Sect. I.—Military Pensions**	–	—	–	—	–	—	–	—	–	—	–	—	–	—	–	–
Sect. II.	–	–	**Sect. II.—Civil Pensions**		—	–	—	–	—	–	—	–	—	–	—	–	—	–	–
			TOTAL.—Division 4.—Marine	–	57,244	–	57,855	–	59,186	–	55,399	–	56,789	–	52,980	–	97,506	–	85,010

Note.—The Amounts in the Grant Columns do not appear in the Navy Estimates; they are, however, the Amounts assumed to

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 4. MARINE.—(Details of pages 38 and 39.)

PLYMOUTH, including Mill Bay Barracks.*			DEAL RECRUITING DEPÔT.			TOTAL MARINE DIVISIONS.			OTHER than DIVISIONS, and Sums for which Special Divisions cannot now be stated.			TOTAL DIVISION 4, MARINE.			Sub-Heads Reference Letter.		Number of Vote.
Expenditure.	Grant.		Expenditure.	Grant.		Expenditure.	Grant.		Expenditure.	Grant.		Expenditure.	Grant.		Home.	Abroad.	
No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each Division against those Heads.	Page in Estimates.	No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each Division against those Heads.	Page in Savings and Deficiencies.	Page in Estimates.	No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each Division against those Heads.	Page in Savings and Deficiencies.	Page in Estimates.	No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each Division against those Heads.	Page in Savings and Deficiencies.	Page in Estimates.	No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each Division against those Heads.	These Amounts do not appear in the Statement of Savings and Deficiencies; they are, however, the Amounts which apply to this Division; *see* page 53 of this Return.	These Amounts do not appear in the Estimates; they are, however, the Amounts which apply to this Division; *see* page 53 of this Return.				
£.		£.	£.		£.	£.		£.	£.		£.	£.		£.			
13,358		14,875	1,376		1,532	68,671		70,472	1,566		1,743	70,237		78,215	C.	–	
38,676		33,881	8,446		7,399	208,232		182,416	849		744	209,081		183,160	D.	–	
149		221	2		2	646		956	—		—	646		956	E.	–	1
—		—	—		—	—		—	13,480		15,448	13,480		15,448	F.	–	
—		—	—		—	—		—	3,313		4,000	3,313		4,000	–	G.	
4,186		4,004	739		707	21,549		20,611	444		425	21,993		21,000	H.	–	
56,369		52,981	10,563		9,640	299,098		280,455	19,652		22,360	318,750		302,815			
770	93	726	16	93	43	3,345	93	3,536	—	–	—	3,345	93	3,536	A.	–	
1,525	93	1,337	385	93	526	7,704	93	8,227	—	–	—	7,704	93	8,227	B.	–	
632	93	635	181	93	190	3,638	93	3,945	—	–	—	3,638	93	3,945	C.	–	9
318	93	385	53	93	98	1,677	93	1,906	—	–	—	1,677	93	1,906	D.	–	
524	93	551	60	93	173	2,012	93	3,005	—	–	—	2,012	93	3,005	E.	–	
3,769	93	3,634	695	93	1,030	19,366	93	20,709	—	–	—	19,366	93	20,709			
7,384	–	6,305	1,374	–	1,024	28,267	–	17,891	—	–	—	28,267	–	17,891			
669	–	845	484	–	616	5,075	–	5,000	—	–	—	5,075	–	5,000			
*93	104	*200															
—		—	—	–	—	–	44	–	50	—	–	—	44	–	50	N.	–	
8,053	104	7,240	1,858	105	1,640	46	33,386	105	23,640	—	–	—	46	33,386	105	23,640			11
*93	104	*200																	
—		—	included above	–	1,470	–	included above	–	2,000	—	–	—	–	included above	–	2,000	V.	–	
—		—	—	–	—	–	275	178	275	—	–	—	–	275	178	275	W.	–	
8,146	104	7,440	1,858	–	3,110	–	33,661	–	25,915	—	–	—	–	33,661	–	25,915			
– 68,284	–	64,055	– 13,116	–	13,780	–	352,125	–	327,079	–	19,652	–	22,360	–	371,777	–	349,439		
– —	–	—	– —	–	—	–	—	–	—	–	50,786	121	52,531	–	50,786	121	52,531	A.	–	15
– —	–	—	– —	–	—	–	—	–	—	–	125,928	–	124,635	–	125,928	–	124,635	–	–	16, Sect. I.
– —	–	—	– —	–	—	–	—	–	—	–	401	–	466	–	401	–	466	–	–	Sect. II.
– 68,284	–	64,055	– 13,116	–	13,780	–	352,125	–	327,079	–	196,767	–	199,992	–	548,892	–	527,071			

* To be required for each Marine Division, &c., being in the same ratio as the actual Expenditure incurred at each Marine Division, &c.

DIVISION 5.

COAST GUARD.

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 5. COAST GUARD, &c. (for DETAILS, *see* pages 50 and 51).

Number of Vote.	Page in this Account.	TITLE OF VOTE.	DIVISION 5. COAST GUARD. Expenditure.		DIVISION 5. COAST GUARD. Grant.		HULL DISTRICT. Expenditure.		HULL DISTRICT. Grant.		HARWICH DISTRICT. Expenditure.		HARWICH DISTRICT. Grant.		NEWHAVEN DISTRICT. Expenditure.		NEWHAVEN DISTRICT. Grant.		FALMOUTH and WEYMOUTH DISTRICT. Expenditure.		FALMOUTH and WEYMOUTH DISTRICT. Grant.		LIVERPOOL DISTRICT. Expenditure.		LIVERPOOL DISTRICT. Grant.	
			Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
1	11	WAGES TO SEAMEN AND MARINES -	–	395,381	–	391,809	See note in Expenditure column on page 50.	57,990	See note in Grant column on page 50.	58,281	See note in Expenditure column on page 50.	41,833	See note in Grant column on page 50.	43,679	See note in Expenditure column on page 50.	59,586	See note in Grant column on page 50.	58,642	See note in Expenditure column on page 50.	58,269	See note in Grant column on page 50.	57,346	See note in Expenditure column on page 50.	44,527	See note in Grant column on page 50.	44,605
4	11	COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, AND ROYAL NAVAL RESERVE.	–	229,643	–	237,485		33,657		34,139		35,925		35,951		23,921		24,928		27,720		28,761		35,312		36,205
11	11	NEW WORKS, BUILDINGS, AND REPAIRS	–	20,887	–	20,613		1,330		1,342		2,677		2,458		4,845		4,747		11,023		11,168		274		236
		TOTAL FOR EFFECTIVE SERVICE -	–	645,911	–	649,907		72,977		73,762		83,735		83,979		88,351		88,317		97,012		97,275		80,113		81,049
16 Sect. I.	11	Sect. I.—MILITARY PENSIONS, &c. -	–	370	–	410		—		—		—		—		—		—		—		—		—		—
Sect. II.	11	Sect. II.—CIVIL PENSIONS, &c. - -	–	45,904	–	45,433		—		—		—		—		—		—		—		—		—		—
		GRAND TOTAL (DIVISION 5), COAST GUARD, &c. - -	£.	692,185	–	693,750		72,977		73,763		83,735		83,979		88,351		88,317		97,012		97,275		80,113		81,049
		HULL - - - - - - - -					–	72,977	–	73,763																
		HARWICH - - - - - - -					–	83,735	–	83,979		83,735		83,979												
		NEWHAVEN - - - - - -					–	88,351	–	88,317						88,351		88,317								
		FALMOUTH AND WEYMOUTH -					–	97,012	–	97,275										97,012		97,275				
		LIVERPOOL - - - - - -					–	80,113	–	81,049														80,113		81,049
		LEITH AND CLYDE - - - -					–	82,115	–	84,753																
		KINGSTOWN - - - - - -					–	82,919	–	82,108																
		LIMERICK - - - - - -					–	54,708	–	54,644																
		TOTAL Coast Guard Districts - -					–	641,930	–	645,888																
		OTHER than DISTRICTS—Sums for which especial Districts cannot be be stated - - - - -					–	50,255	–	47,862																
		TOTAL—Division 5 - - -	£.				–	692,185	–	693,750																

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 5. COAST GUARD, &c. (for DETAILS, *see* pages 50 and 51).

LEITH and CLYDE DISTRICT.			KINGSTOWN DISTRICT.			LIMERICK DISTRICT.			TOTAL, COAST GUARD DISTRICTS.			OTHER than DISTRICTS. (Sums for which Special Districts cannot now be stated.)			TOTAL, DIVISION 5. COAST GUARD.			Number of Vote.
Expenditure.	Grant.		Expenditure.	Grant.		Expenditure.	Grant.		Expenditure.	Grant.		Expenditure.	Grant.		Expenditure.	Grant.		
Page in Savings and Deficiencies.	Page in Estimates.	£.	Page in Savings and Deficiencies.	Page in Estimates.	£.	Page in Savings and Deficiencies.	Page in Estimates.	£.	Page in Savings and Deficiencies.	Page in Estimates.	£.	Page in Savings and Deficiencies.	Page in Estimates.	£.	Page in Savings and Deficiencies.	Page in Estimates.	£.	
No pages can be given. *See* note in Expenditure column on page 51.	No pages can be given. *See* note in Grant column on page 51.		No pages can be given. *See* note in Expenditure column on page 51.	No pages can be given. *See* note in Grant column on page 51.		No pages can be given. *See* note in Expenditure column on page 51.	No pages can be given. *See* note in Grant column on page 51.		No pages can be given. *See* note in Expenditure column on page 51.	No pages can be given. *See* note in Grant column on page 51.		No pages can be given. *See* note in Expenditure column on page 51.	No pages can be given. *See* note in Grant column on page 51.					
£.		£.	£.		£.	£.		£.	£.		£.	£.		£.			£.	
40,960		40,841	70,854		69,651	37,363		36,768	395,381		391,809	—		—	–	395,381	–	391,809	1
40,417		43,250	12,065		12,457	17,345		17,876	225,662		238,466	3,981		4,019	–	229,643	–	237,485	4
738		662	—		—	—		—	20,887		20,613	—		—	–	20,887	–	20,613	11
82,115		84,753	82,919		82,108	54,708		54,644	641,930		645,888	3,981		4,019	–	645,911	–	649,997	
—		—	—		—	—		—	—		—	370		410	–	370	–	410	16 Sect. I.
—		—	—		—	—		—	—		—	45,904		43,433	–	45,904	–	43,433	Sect. II.
82,115		84,753	82,919		82,108	54,708		54,644	641,930		645,888	50,255		47,862		692,185		693,750	

Note.—This Sheet is prepared, strictly speaking, as a Retabulation of the Appropriation Account (Parliamentary Paper, No. 132, of Session 1870), which only gives the Total of each Vote. The Statement of Savings and Deficiencies is, in fact, the same as the Appropriation Account, except that in the former Account the Amounts of the Sub-heads of each Vote are given. The Retabulation pages 18 and 19, giving details as per Sub-heads, is therefore given as a Retabulation of the Statement of the Savings and Deficiencies Account.

DIVISION 5.

COAST GUARD.

(DETAILS of PAGES 46 and 47.)

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 5.—COAST GUARD, &c.—(DETAILS of Pages 46 and 47.)

Number of Vote.	Subheads Reference Letter. Home.	Subheads Reference Letter. Abroad.	TITLE OF SUB-HEAD OF VOTE.	HULL DISTRICT. Expenditure. Page in Savings and Deficiencies.	HULL DISTRICT. Expenditure. £.	HULL DISTRICT. Grant. Page in Estimates.	HULL DISTRICT. Grant. £.	HARWICH DISTRICT. Expenditure. Page in Savings and Deficiencies.	HARWICH DISTRICT. Expenditure. £.	HARWICH DISTRICT. Grant. Page in Estimates.	HARWICH DISTRICT. Grant. £.	NEWHAVEN DISTRICT. Expenditure. Page in Savings and Deficiencies.	NEWHAVEN DISTRICT. Expenditure. £.	NEWHAVEN DISTRICT. Grant. Page in Estimates.	NEWHAVEN DISTRICT. Grant. £.	FALMOUTH and WEYMOUTH DISTRICT. Expenditure. Page in Savings and Deficiencies.	FALMOUTH and WEYMOUTH DISTRICT. Expenditure. £.	FALMOUTH and WEYMOUTH DISTRICT. Grant. Page in Estimates.	FALMOUTH and WEYMOUTH DISTRICT. Grant. £.	LIVERPOOL DISTRICT. Expenditure. Page in Savings and Deficiencies.	LIVERPOOL DISTRICT. Expenditure. £.	LIVERPOOL DISTRICT. Grant. Page in Estimates.	LIVERPOOL DISTRICT. Grant. £.
			Vote 1.—Wages to Seamen and Marines:																					
1	A	–	Sea Pay to Officers and Crews borne on the books of Her Majesty's Ships and Vessels Employed in Coast Guard Service and Royal Naval Reserve.	No page can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each District against those Heads.	37,990	No page can be given, as the Amounts in the Grant Column against each of the Detailed Heads of the respective Votes do not appear in the Navy Estimates for each District. They are, however, the amounts assumed to have been granted for each District, being in the same ratio as the actual expenditure incurred.	38,283	No page can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each District against those Heads.	13,823	No page can be given, as the Amounts in the Grant Column against each of the Detailed Heads of the respective Votes do not appear in the Navy Estimates for each District. They are, however, the amounts assumed to have been granted for each District, being in the same ratio as the actual expenditure incurred.	13,670	No page can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each District against those Heads.	59,585	No page can be given, as the Amounts in the Grant Column against each of the Detailed Heads of the respective Votes do not appear in the Navy Estimates for each District. They are, however, the amounts assumed to have been granted for each District, being in the same ratio as the actual expenditure incurred.	58,642	No page can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each District against those Heads.	58,269	No page can be given, as the Amounts in the Grant Column against each of the Detailed Heads of the respective Votes do not appear in the Navy Estimates for each District. They are, however, the amounts assumed to have been granted for each District, being in the same ratio as the actual expenditure incurred.	57,346	No page can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each District against those Heads.	44,527	No page can be given, as the Amounts in the Grant Column against each of the Detailed Heads of the respective Votes do not appear in the Navy Estimates for each District. They are, however, the amounts assumed to have been granted for each District, being in the same ratio as the actual expenditure incurred	44,608
			Vote 4.—Coast Guard Service.—Royal Naval Coast Volunteers, and Royal Naval Reserve:																					
4	E	–	Pay and Allowances of Officers and Men - - - - - } Coast Guard Establishments on Shore.		1,751		1,864		3,094		3,293		5,802		6,176		4,406		4,690		1,270		1,392
	F	–	Rents, Rates, Taxes, and Insurance of Buildings - ditto -		3,602		3,898		4,781		5,174		6,747		7,302		4,460		4,826		2,262		2,449
	G	–	Travelling Expenses and Removal of Officers and Men and their Families - - - - - } - ditto -		2,280		2,241		1,927		1,894		2,130		2,389		2,325		2,485		1,692		1,859
	H	–	Fuel and Light - - - - - - - - - ditto -		422		434		672		690		810		831		667		684		336		345
	I	–	Contingencies - - - - - - - - - ditto -		486		421		1,041		910		1,084		930		953		833		528		461
	K	–	Drill of Coast Guard and Royal Naval Reserve - - - -		369		393		610		681		260		277		1,081		1,151		393		419
	L	–	Royal Naval Coast Volunteers—Wages, Bounty Money, Billeting, &c.		458		584		458		581		776		988		1,689		2,152		2,449		3,130
	M	–	Royal Naval Reserve—Wages, Allowances, &c. - - - -		24,289		24,300		22,612		22,625		6,012		6,015		11,936		11,940		26,182		29,199
			Total, Vote 4 - - -		33,657		34,138		35,225		35,851		23,921		24,928		27,720		28,761		35,312		36,205
			Vote 11.—New Works, &c.—Coast Guard Districts, only:																					
11	P	–	Buildings { Additions - - - - - - - - -		1,087		1,111		320		327		2,868		2,936		8,882		9,126		—		—
			Buildings { Repairs, &c. - - - - - - - - -		222		206		2,292		2,052		1,803		1,601		1,772		1,596		274		236
			Total - - -		1,309		1,317		2,612		2,379		4,671		4,537		10,654		10,722		274		236
	W	–	Temporary Superintendence - - - - - - - -		21		25		65		79		174		219		369		446		—		—
			Total, Vote 11 - - -		1,330		1,342		2,677		2,458		4,845		4,747		11,023		11,168		274		236
			Total, Votes 1, 4, and 11 - - -		72,977		73,763		83,735		83,979		88,351		88,317		97,012		97,275		80,113		81,043
16, Sect. I.	–	–	**Vote 16.—Sect. I.—Military Pensions** - -		—		—		—		—		—		—		—		—		—		—
Sect. II.	–	–	**Sect. II.—Civil Pensions** - - -		—		—		—		—		—		—		—		—		—		—
			TOTAL.—Division 5.—Coast Guard, &c. - - -		72,977		73,763		83,735		83,979		88,351		88,317		97,012		97,275		80,113		81,043

RETABULATION of the SAVINGS AND DEFICIENCIES.—DIVISION 5.—COAST GUARD, &c.—(Details of Pages 46 and 47.)

LEITH and CLYDE. DISTRICT.		KINGSTOWN DISTRICT.		LIMERICK DISTRICT.		TOTAL OF COAST GUARD DISTRICTS.		OTHER than DISTRICTS. (Sums for which Special Districts cannot now be stated.)		TOTAL DIVISION 5, COAST GUARD.			Subheads Reference Letter.		Number of Vote.
Expenditure.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.		Home.	Abroad.	
Page in Savings and Deficiencies. £.	Page in Estimates. £.	Page in Savings and Deficiencies. £.	Page in Estimates. £.	Page in Savings and Deficiencies. £.	Page in Estimates. £.	Page in Savings and Deficiencies. £.	Page in Estimates. £.	Page in Savings and Deficiencies. £.	Page in Estimates. £.	Page in Savings and Deficiencies. £.	Page in Estimates. £.				
40,960	40,841	70,854	69,651	37,363	36,768	395,381	391,809	—	—	– 395,381	21 *365,753 22 26,056		A.	–	1
1,191	1,268	1,766	1,879	2,841	3,024	22,121	23,516	—	—	10 22,121	18 23,516		E.	–	4
1,545	1,672	3,711	4,014	5,974	6,465	33,082	35,800	—	—	10 33,082	18 35,800		F.	–	
1,691	1,662	2,161	2,127	4,247	4,175	19,159	18,832	60	58	10 19,219	18 18,890		G.	–	
286	294	573	589	909	933	4,675	4,800	—	—	10 4,675	18 4,800		H.	–	
391	340	455	397	1,089	949	6,027	5,264	—	—	10 6,027	18 5,264		I.	–	
229	245	187	199	121	129	3,280	3,494	616	656	10 3,896	18 4,150		K.	–	
9,563	12,229	135	172	125	161	15,653	20,000	—	—	10 15,653	18 20,000		L.	–	
25,521	25,540	3,074	3,080	2,039	2,040	121,665	121,730	3,305	3,305	10 124,970	– 125,035		M.	–	
40,417	43,250	12,065	12,457	17,345	17,876	225,662	233,466	3,981	4,019	– 229,643	– 237,485				
—	—	—	—	—	—	13,157	13,500	—	—	– 13,157	– 13,500		P.	–	11
738	662	—	—	—	—	7,101	6,853	—	—	– 7,101	– 6,353				
738	662	—	—	—	—	20,258	19,853	—	—	– 20,258	– 19,853				
—	—	—	—	—	—	629	760	—	—	– 629	– 760		W.	–	
738	662	—	—	—	—	20,887	20,613	—	—	– 20,887	– 20,613				
82,115	84,753	82,919	82,108	54,708	54,644	641,930	645,888	3,981	4,019	– 645,911	– 649,907				
—	—	—	—	—	—	—	—	370	410	– 370	– 410		–	–	16, Sect. I.
—	—	—	—	—	—	—	—	45,904	43,433	– 45,904	– 43,433		–	–	Sect. II.
82,115	84,753	82,919	82,108	54,708	54,644	641,930	645,888	50,255	47,862	692,185	693,750				

No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each District against those Heads.

No pages can be given, as the Amounts in the Grant Column against each of the Detailed Heads of the respective Votes do not appear in the Navy Estimates for each District. They are, however, the amounts assumed to have been granted for each District, being in the same ratio as the actual expenditure incurred.

No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Votes, and not the Amounts for each District against those Heads.

No pages can be given, as the Amounts in the Grant Column against each of the Detailed Heads of the respective Votes do not appear in the Navy Estimates for each District. They are, however, the amounts assumed to have been granted for each District, being in the same ratio as the actual expenditure incurred.

The total Grants appearing in the Estimates (pages 21 and 22) for 1868-9, for Vote 1—Sea Pay to Officers and Crews for Coast Guard Service and Royal Naval Reserve, is 398,774 *l.* Of this amount, 391,809 *l.* is chargeable to Division 5, Coast Guard; the remainder, 1,965 *l.*, being the pay of the Controller and Deputy Controller of Coast Guard, to Division 8, Control.

VOTE 1.—WAGES TO SEAMEN AND MARINES.

ANALYSIS to show NET AMOUNTS to be Debited to each DIVISION.

	DIVISION 4. MARINE.		DIVISION 5. COAST GUARD.		DIVISION 6. TRANSPORT.		DIVISION 7. FLEET.		DIVISION 8. CONTROL.		TOTAL.	
	EXPENDITURE, 1868-69.	GRANT, 1868-69.	EXPENDITURE, 1868-69.	GRANT, 1868-69.	EXPENDITURE, 1868-69.	GRANT, 1868-69.	EXPENDITURE, including the Expenditure incurred on account of the Abyssinian Expedition, 1868-69.	GRANT, and Amount Appropriated out of the Vote of Credit.* 1868-69.	EXPENDITURE, 1868-69.	GRANT, 1868-69.	EXPENDITURE, including the Expenditure incurred on account of the Abyssinian Expedition, 1868-69.	GRANT, and Amount Appropriated out of the Vote of Credit.* 1868-69.
WAGES TO SEAMEN AND MARINES:	Page in Savings and Deficiencies. / £.	Page in Estimates. / £.	Page in Savings and Deficiencies. / £.	Page in Estimates. / £.	Page in Savings and Deficiencies. / £.	Page in Estimates. / £.	Page in Savings and Deficiencies. / £.	Page in Estimates. / £.	Page in Savings and Deficiencies. / £.	Page in Estimates. / £.	Page in Savings and Deficiencies. / £.	Page in Estimates. / £.
A.—Wages of, and Allowances to, Seamen and Marines Afloat	No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Vote, and not the Amounts for each Division against those Heads. / - -	No pages can be given, as the Amounts appearing here are based upon the Actual Expenditure. / - -	No pages can be given, as the Amount Expended and shown here does not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Vote, and not the Amounts for each Division against those Heads. / 395,381	21 and 22 / *391,809	No pages can be given, as the Amount Expended and shown here does not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Vote, and not the Amounts for each Division against those Heads. / 70,666	134 / 74,191	– / 2,160,631	– / 2,260,203	1,854	147 / 1,965	4 / 2,628,532	6 / 2,728,168
B.—Expense of Raising Men, and Bounty to Seamen	- -	- -	- -	- -	- -	- -	4 / 1,416	6 / 1,700	- -	- -	4 / 1,416	6 / 1,700
C.—Subsistence of Commissioned and Staff Officers, Royal Marines on Shore	70,237	78,215	- -	- -	- -	- -	30	33	2,445	2,723	4 / 72,712	6 / 80,971
D.—Subsistence of Non-Commissioned Officers and Privates, Royal Marines on Shore	209,081	183,160	- -	- -	- -	- -	27	24	- -	- -	4 / 209,108	6 / 183,184
E.—Prizes to Royal Marines for Good Shooting	646	956	- -	- -	- -	- -	140	207	- -	- -	4 / 786	6 / 1,163
F.—Recruiting Expenses, Royal Marines	13,480	15,448	- -	- -	- -	- -	- -	- -	- -	- -	4 / 13,480	6 / 15,448
G.—Colonial Pay and Field Allowances to Marines, San Juan	3,313	4,000	- -	- -	- -	- -	- -	- -	- -	- -	4 / 3,313	6 / 4,000
H.—Contingencies, Marine Service	21,993	21,036	- -	- -	- -	- -	- -	- -	1,008	964	4 / 23,001	6 / 22,000
Indian Batta for Officers, &c. of the Abyssinian Expedition	- -	- -	- -	- -	- -	- -	4 / 62,228	– / *62,228	- -	- -	4 / 62,228	– / *62,228
TOTAL £.	– / 318,750	– / 302,815	– / 395,381	21 and 22 / 391,809	– / 70,666	134 / 74,191	– / 2,224,472	– / 2,262,167 *62,228	– / 5,307	– / 5,652	4 / 3,014,576	6 / 3,036,634 – / *62,228

Note.—The whole amount, 62,228*l.*, for Indian Batta for officers, &c. of the Abyssinian Expedition, has been charged to Division 7.—Fleet, as the amounts for the other Divisions could not be ascertained without great labour.

SUMMARY of Vote 1, as posted into ABSTRACT SHEET, Page 11.

	EXPENDITURE, including the Expenditure incurred on Account of the Abyssinian Expedition, 1868-69.		GRANT, and Amount Appropriated out of the Vote of Credit.* 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 4.—Marine	No pages can be given, as these special Amounts are obtained from the foregoing Statement	318,750	–	302,815
„ 5.—Coast Guard		395,381	21 & 22	*391,809
„ 6.—Transport		70,666	134	74,191
„ 7.—Fleet		2,224,472	–	2,262,167
			–	*62,228
„ 8.—Control		5,307	–	5,652
NET TOTAL, VOTE 1	4	3,014,576	6	3,036,634
			–	*62,228

* The total grants appearing in the Estimates (pages 21 and 22) for 1868-9 for Vote 1, Sea Pay to Officers and Crews for Coast Guard Service and Royal Naval Reserve, is 393,774*l.* Of this amount 391,809*l.* is chargeable to Division 5, Coast Guard; the remainder 1,965*l.*, being the pay of the Controller and Deputy Controller of Coast Guard, to Division 8, Control.

VOTE 2.—VICTUALS AND CLOTHING.

SUMMARY as posted into ABSTRACT SHEET, page 10.

	Expenditure, 1868-69.		Grant, 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 2.—Victualling - - - - -	8	1,312,687	10	1,335,842

The Clothing of the Seamen generally is provided for under Wages, as the Seamen pay for their clothes. The comparatively small amount for Clothing included in this Vote 2 is for Gratuitous Issues of Clothing and Stores to Seamen and Marines; and, as such, is of course, strictly speaking, part of the pay of the Seamen and Marines, and should be in final Expense Accounts so treated. As it is a complicated question, and as the Clothing comes into the Victualling Vote, it is left there for *the present*, as in the Accounts of Victualling prepared for Parliament these items for Clothing are included.

VOTE 3.—ADMIRALTY OFFICE.

SUMMARY as posted into ABSTRACT SHEET, page 11.

	Expenditure, including the Expenditure incurred on Account of the Abyssinian Expedition. 1868-69.		Grant, and Amount Appropriated out of the Vote of Credit,* 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 8.—Control - - - - - -	8	181,461	17	182,364
			–	*47

VOTE 4.—COAST GUARD, &c.

SUMMARY as posted into ABSTRACT SHEET, page 11.

	Expenditure, 1868–69.		Grant, 1868–69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£
Division 5.—Coast Guard - - - - - -	–	229,643	–	237,485
Division 8.—Control - - - - - - -	–	6,864	–	6,441
TOTAL, VOTE 4 - - -	10	236,507	18	*243,926

* This amount does not agree by 20,000 *l.* with that shown in the Estimates; it is, however, the sum which was voted by the House of Commons, 20,000 *l.* having been struck out in Committee of Supply.

DETAILS of Vote 4. DIVISION 8.—CONTROL.

COAST GUARD OFFICE IN LONDON.	Expenditure, 1868–69.		Grant, 1868–69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
A.—Salaries, Wages, and Allowances, Coast Guard Office - - - - - - - - -	10	5,787	18	5,394
B.—Rents, Rates and Taxes, Coast Guard Office -	10	171	18	167
C.—Travelling Expenses and Subsistence Allowances, Coast Guard Office - - - - -	10	740	18	700
D.—Contingencies, Coast Guard Office - - -	10	166	18	180
	–	6,864	–	6,441

VOTE 5.—SCIENTIFIC BRANCH.

SUMMARY as posted into ABSTRACT SHEET, page 11.

	Expenditure, 1868-69.		Grant, 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 3.—Medical	12	98	23 and 26	100
Division 7.—Fleet	12	26,242	23 and 27	26,452
Division 8.—Control	–	36,730	–	37,013
TOTAL, Vote 5	12	63,070	23	63,565

With the exception of Item M, "Libraries and Museums at Haslar and Plymouth Hospitals," which is Medical, and Q, "Coast and other Surveys," which is directly for the benefit of the Fleet, this Vote is posted to Division 8—Control, as much of it exists for General and National purposes, and not simply for the Fleet only.

It might perhaps be observed that the School of Naval Architecture is strictly chargeable to Division 1—Naval Yards for the Building and Repairs of the Fleet, but the remark above applies equally to this Item, and as it is but a small amount for expenditure, £. 1,735, the Grant being £. 1,360, it is posted to Division 8—Control.

EXPLANATORY STATEMENT of DETAILS as to Vote 6, showing how the NET AMOUNTS posted into RETABULATION of the SAVINGS and DEFICIENCIES, DIVISION 1, NAVAL YARDS, at Pages 18 and 19, are obtained. *See* also Pages 60 and 61, in the Body of the Estimates, and Pages 14 and 16 in the Statement of Savings and Deficiencies.

VOTE 6.—DOCKYARDS AND

EXPLANATORY STATEMENT of DETAILS as to Vote 6, showing how the NET AMOUNTS posted into RETABULATION of the Estimates, and Pages 14 and 16 in

YARD.	A. Salaries and Allowances.		B. Rents, Rates, Taxes, and Water.		C. Lighting with Gas.		D. Contingencies.		E. Total Wages, Established, Hired, and Factory, as per Grant.	E. Abate Labour Chargeable to Vote 11 (Machinery), as per Grant. †	E. Net Total.	
	Expenditure.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.			Expenditure.	Grant.
AT HOME.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
DEPTFORD	8,073	9,686	474	365	455	450	874	260	37,270	440	32,530	36,860
WOOLWICH	19,170	19,342	532	1,050	1,332	1,050	708	692	120,377	2,494	116,240	117,883
CHATHAM	21,154	21,648	651	500	1,427	1,450	611	535	177,802	5,874	171,927	172,528
SHEERNESS	17,644	17,704	483	635	908	700	714	657	105,353	2,744	102,015	102,639
PORTSMOUTH	30,224	30,189	2,528	2,065	1,900	2,275	950	1,119	210,258	7,114	213,724	203,144
DEVONPORT	31,203	31,822	1,896	1,940	1,614	1,830	1,012	1,174	182,667	5,673	176,938	176,994
PEMBROKE	11,689	11,462	225	275	709	700	446	390	72,513	2,372	70,372	69,141
HAULBOWLINE	- -	- -	- -	- -	- -	- -	- -	- -	670	- - -	566	670
OTHER THAN HER MAJESTY'S YARDS	- -	- -	- -	- -	- -	- -	- -	- -	- - -	- - -	- - -	- - -
TOTAL of YARDS at HOME £.	140,057	141,943	6,789	6,890	8,411	9,055	5,381	4,826	1006,910	27,951	884,312	879,859

	N.		O.		P.		Q.		R.			
ABROAD.												
GIBRALTAR	1,930	1,926	286	174	70	200	57	30	894	38	436	856
MALTA	10,142	9,715	741	648	182	300	204	188	15,412	490	9,261	14,922
HALIFAX	1,409	1,293	100	130	62	50	131	111	2,457	- - -	3,746	2,457
BERMUDA	3,661	4,011	10	10	- -	- -	120	106	9,748	484	7,552	9,264
ANTIGUA	350	350	- -	- -	- -	- -	50	30	580	- - -	573	580
JAMAICA	1,141	1,103	91	91	- -	- -	78	75	5,179	- - -	4,903	5,179
ASCENSION	- -	- -	- -	- -	- -	- -	- -	- -	861	- - -	1,012	861
SIERRA LEONE	- -	- -	- -	- -	- -	- -	- -	- -	90	- - -	90	90
CAPE OF GOOD HOPE	2,055	2,111	30	30	- -	- -	134	108	2,382	- - -	1,612	2,382
TRINCOMALEE	1,032	1,165	84	95	- -	- -	114	135	983	- - -	2,102	993
SINGAPORE	181	100	- -	- -	- -	- -	- -	- -	- - -	- - -	- - -	- - -
HONG KONG	6,032	5,465	878	1,094	-	- -	256	302	8,352	- - -	8,828	8,352
ESQUIMALT	- -	- -	- -	- -	- -	- -	- -	- -	240	- - -	237	240
SHANGHAI	- -	- -	- -	- -	- -	- -	- -	- -	- - -	- - -	- - -	- - -
OTHER THAN HER MAJESTY'S YARDS	- -	- -	- -	- -	- -	- -	- -	- -	- - -	- - -	- - -	- - -
TOTAL of YARDS ABROAD £.	28,533	27,329	2,310	2,281	314	550	1,153	1,190	46,858	1,012	40,423	45,846
TOTAL of YARDS at HOME and ABROAD £.	168,600	169,272	9,099	9,180	8,725	9,605	6,534	6,026	953,768	28,063	924,735	925,705

Note.—The amounts expended as shown under the respective Heads of Vote 6 against each Yard, do not appear in the statement of Savings and Deficiencies, they are, however, the amounts taken from the Books of the Department.

† The amounts chargeable to Vote No. 11 (Machinery) as shown here against each Yard do not appear in the Navy Estimates; they are the amounts, however, which appear in the Departmental Estimates for Machinery.

‡ The amounts as shown against each Yard in these columns do not appear in the Navy Estimates; they are, however, the amounts assumed to be required for each Yard, being in the same ratio as the actual expenditure.

NAVAL YARDS AT HOME AND ABROAD.

SAVINGS and DEFICIENCIES, DIVISION 1, NAVAL YARDS, at Pages 18 and 19, are obtained. *See* also Pages 60 and 61, in the Body of the the Statement of Savings and Deficiencies.

F.		G.		H.		I.		K.		L.		M.		Total Expenditure, 1868-69.	Total Grant, 1868-9. And Amount Appropriated out of the Vote of Credit.*	
Wages, Yard Service Afloat.		Hire of Teams.		Wages, Police Force.		Wages of Artificers and Labourers Breaking up Old Ships.		Work in connection with Gunnery Fittings.		Extra Pay to Artificers, &c. of the Fleet at Home.		Survey Valuation.				
Expenditure.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.	Expenditure.	Grant.†	Expenditure.	Grant.† And Amount Appropriated out of the Vote of Credit.*	Expenditure.	Grant.†			
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	AT HOME.
288	301	503	798	1,567	1,489	4	4	–	–	–	–	60	95	45,728	50,317	DEPTFORD.
2,596	2,142	820	826	3,469	3,502	–	–	637	624	58	82	107	100	145,720	147,971	WOOLWICH.
2,101	2,155	1,442	1,525	5,357	4,856	178	194	584	573	–	–	170	208	205,602	206,202	CHATHAM.
2,683	2,697	887	955	3,644	3,558	1,846	2,010	272	267	264	372	150	237	131,510	132,521	SHEERNESS.
3,969	3,266	1,639	2,067	9,695	9,726	6,938	7,554	597	585	655	924	119	188	273,010	263,102	PORTSMOUTH.
6,293	4,819	2,015	2,038	8,516	8,468	4,351	4,737	535	525	478	674	108	171	234,959	235,102	DEVONPORT.
249	257	1,117	1,796	2,386	2,521	–	–	1,455	1,426	167	236	480	758	89,305	88,965	PEMBROKE.
–	–	–	–	–	–	–	–	–	–	15	21	24	38	605	729	HAULBOWLINE.
–	–	–	–	–	–	460	501	–	–	1,199	1,691	–	–	1,659	2,192	(OTHER THAN HER MAJESTY'S YARDS.
18,179	15,637	8,423	10,005	34,634	34,123	13,777	15,000	4,080	4,000	2,836	4,300	1,218	1,924	1,128,107	1,127,281	TOTAL YARDS AT HOME.
S.		T.		U.		—		—		V.		—		—	—	
																ABROAD.
1,536	1,500	–	–	280	282	–	–	–	–	3	3	–	–	4,600	4,980	GIBRALTAR.
711	659	–	–	3,172	2,939	–	–	–	–	–	–	–	–	24,413	29,371	MALTA.
–	–	200	–	–	–	–	–	–	–	152	137	–	–	5,890	4,187	HALIFAX.
610	1,962	212	–	–	–	–	–	–	–	1,011	908	–	–	13,185	16,261	BERMUDA.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	973	966	ANTIGUA.
–	–	–	–	–	–	–	–	–	–	214	192	–	–	6,427	6,730	JAMAICA.
–	–	–	–	–	–	–	–	–	–	2,400	2,155	–	–	3,412	3,016	ASCENSION.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	99	60	SIERRA LEONE.
–	–	–	–	–	–	–	–	–	–	605	543	48	76	4,484	5,340	CAPE OF GOOD HOPE.
–	–	–	–	7	–	–	–	–	–	6	5	–	–	3,405	2,003	TRINCOMALEE.
–	–	–	–	–	–	–	–	–	–	8	7	–	–	189	107	SINGAPORE.
326	–	–	–	2,244	2,667	–	–	–	–	1,038	932	–	–	20,202	18,812	HONG KONG.
–	–	–	–	–	–	–	–	–	–	245	220	–	–	482	460	ESQUIMALT.
–	–	–	–	–	–	–	–	–	–	33	30	–	–	33	30	SHANGHAI.
–	–	–	–	–	–	–	–	–	–	4,307	3,868 *191	–	–	4,307	3,868 *191	(OTHER THAN HER MAJESTY'S YARDS.
3,183	4,121	412	–	5,703	5,888	–	–	–	–	10,022	9,000 *191	48	76	92,101	96,281 *191	TOTAL of YARDS ABROAD.
21,362	19,758	8,835	10,005	40,337	40,011	13,777	15,000	4,080	4,000	12,858	13,000 *191	1,266	2,000	1,220,208	1,223,562 *191	TOTAL of YARDS at HOME and ABROAD.

SUMMARY as posted into ABSTRACT SHEET, page 10.

	Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition, 1868-69.		Grant, and Amount Appropriated out of the Vote of Credit.* 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
DIVISION 1.—NAVAL YARDS - - - - - - - -	16	1,220,208	61	1,223,562 *191

VOTE 7.—VICTUALLING AND TRANSPORT.

SUMMARY as posted into ABSTRACT SHEET, pages 10 and 11.

	Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition, 1868-69.		Grant, and Amount Appropriated out of the Vote of Credit,* 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 2.—Victualling	–	81,490	75	85,424
Division 6.—Transport	–	1,781	75 –	1,755 *2
TOTAL, Vote 7	18	83,271	62 –	87,179 *2

DETAILS of Vote 7.—DIVISION 6.—TRANSPORT.

DEPTFORD.	Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition, 1868-69.		Grant, and Amount Appropriated out of the Vote of Credit,* 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
O.—Salaries and Allowances, Transport Establishments	18	867	62	867
P.—Rents, Rates, Taxes, and Water, Transport Establishments	18	258	62	266
Q.—Contingencies, Transport Establishments	18	189	62 –	135 *2
R.—Wages to Artificers, Transport Establishments	18	467	62	487
	–	1,781	75 –	1,755 *2

VOTE 8.—MEDICAL ESTABLISHMENTS AT HOME AND ABROAD.

SUMMARY as posted into ABSTRACT SHEET, page 10.

	Expenditure, 1868-69.		Grant, 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 3.—Medical - - - - -	22	62,317	76 and 87	64,824

VOTE 9.—MARINE DIVISIONS.

SUMMARY as posted into ABSTRACT SHEET, page 11.

	Expenditure, 1868-69.		Grant, 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 4.—Marine - - - - - -	22	19,366	88	20,709

VOTE 10. SECTIONS I. and II.—NAVAL STORES, &c.

SUMMARY as posted into ABSTRACT SHEET, page 10.

		Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition, 1868–69.		Grant, and Amount Appropriated out of the Vote of Credit,* 1868–69.	
		Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Sect. I. Naval Stores.	Division 1.—Naval Yards - -	24	943,253	94	892,908
				–	* 17,021
,, II. Steam Machinery for H. M.'s Ships, &c.	Division 1.—Naval Yards - -	26	1,060,575	94	1,092,500
		–	2,003,828	–	1,985,408
				–	* 17,021

VOTE 11.—NEW WORKS, &c.

STATEMENT showing how the Amounts (appearing in the SAVINGS and DEFICIENCIES ACCOUNT for 1868-69, pages 30 to 58, against each Sub-head of VOTE No. 11) have been distributed over the several Divisions.

	TOTAL as per SAVINGS AND DEFICIENCIES ACCOUNT, 1868-69.				DIVISION 1, NAVAL YARDS.		DIVISION 2, VICTUALLING.		DIVISION 3, MEDICAL.		DIVISION 4, MARINE.		DIVISION 5, COAST GUARD.		DIVISION 6, TRANSPORT.		DIVISION 7, FLEET.		DIVISION 8, CONTROL.	
	Expenditure, 1868-69.		Grant, 1868-69.		Expenditure, 1868-69.	Grant, 1868-69.	Expenditure, 1868-69.	Grant, 1868-69.	Expenditure, 1868-69.	Grant, 1868-69.	Expenditure, 1868-69.	Grant, 1868-69.	Expenditure, 1868-69.	Grant, 1868-69.	Expenditure, 1868-69.	Grant, 1868-69.	Expenditure, 1868-69.	Grant, 1868-69.	Expenditure, 1868-69.	Grant, 1868-69.
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
A.—New Works, &c.—Deptford	30	1,674	98	3,895	1,674	3,895	—	—	—	—	—	—	—	—	—	—	—	—	—	—
B.— Ditto — Woolwich	30	7,870	98	8,982	7,870	8,982	—	—	—	—	—	—	—	—	—	—	—	—	—	—
C.— Ditto — Chatham	32	248,720	99	220,705	248,720	220,705	—	—	—	—	—	—	—	—	—	—	—	—	—	—
D.— Ditto — Sheerness	34	7,983	99	7,951	7,983	7,951	—	—	—	—	—	—	—	—	—	—	—	—	—	—
E.— Ditto — Portsmouth	36	179,500	100	270,858	179,500	270,858	—	—	—	—	—	—	—	—	—	—	—	—	—	—
F.&G.— Ditto — Devonport and Keyham	38-40	48,521	100, 101	37,604	48,521	37,604	—	—	—	—	—	—	—	—	—	—	—	—	—	—
H.— Ditto — Plymouth Sound	42	7,490	101	6,000	—	—	—	—	—	—	—	—	—	—	—	—	7,490	6,000	—	—
I.— Ditto — Pembroke	42	11,780	101	11,693	11,780	11,693	—	—	—	—	—	—	—	—	—	—	—	—	—	—
K.— Ditto — Haulbowline	44	38,158	102	23,780	35,976	21,200	—	—	—	—	—	—	—	—	—	—	Hobbs' Point, 48	50	—	—
Portland Coaling, &c., shown under Portsmouth, pages 18 and 19					2,030	2,330											Lewes Prison, 104	200		
L.— Ditto — Victualling Establishments at Home	44	7,331	103	6,700	—	—	7,331	6,700	—	—	—	—	—	—	—	—	—	—	—	—
M.— Ditto — Medical Establishments at Home	46	7,942	103	7,050	—	—	—	—	7,942	7,050	—	—	—	—	—	—	—	—	—	—
N.— Ditto — Marine Barracks	46	33,386	105	23,640	—	—	—	—	—	—	33,386	23,640	—	—	—	—	—	—	—	—
O.— Ditto — Marine Infirmaries	50	1,305	105	1,460	—	—	—	—	1,305	1,460	—	—	—	—	—	—	—	—	—	—
P.— Ditto — Coast Guard	50	20,108	105	20,000	—	—	—	—	—	—	—	—	20,258	19,853	—	—	—	—	150	147
Q.— Ditto — Admiralty Offices at Whitehall and Somerset House	50	18,186	105	6,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18,186	6,000
R.— Ditto — Naval Establishments Abroad (for details, *see* below)	52	149,816	108	111,069	149,816	111,069	—	—	—	—	—	—	—	—	—	—	—	—	—	—
S.— Ditto — Victualling Establishments Abroad	56	1,754	108	1,760	—	—	1,754	1,760	—	—	—	—	—	—	—	—	—	—	—	—
T.— Ditto — Medical Establishments Abroad	58	3,352	109	3,250	—	—	—	—	3,352	3,250	—	—	—	—	—	—	—	—	—	—
V.— Ditto — Contingencies (Works and Repairs)	58	512	109	10,000	415	5,000	—	1,000	(included above)	2,000	(included above)	2,000	—	—	—	—	Mylor, 97	Nil	—	—
W.—Temporary Superintendence, &c. of Engineering and Architectural Works and Repairs	58	14,100	109	13,840	12,234	11,690	358	425	52	50	275	275	629	760	—	—	—	—	Admiralty Office, 130	130
																			Coast Guard Office, 422	510
Shipping and Freight, conveying Machines from Deptford and Woolwich to other Yards	58	4	—	—	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	58	809,792	109	814,237	706,523	730,977	9,443	9,885	12,651	13,810	33,661	25,915	20,887	20,613	—	—	7,739	6,250	18,888	6,787

The amounts for Contingencies (V.) in the Grant Columns of each of the respective Divisions are those furnished by the Director of Works Department, which also gave the amounts for each of the Yards under Divisions 1 and 2 for the Departmental Retabulation of the Navy Estimates 1869-70. In the detailed sheets of the other Divisions, 3 and 4, the amounts for Contingencies in the Grant Columns are based upon the actual Expenditure.

The estimated amount for Temporary Superintendence (Coast Guard), as shown at page 178 of the Navy Estimates, is 1,270 *l.* Of this amount, 760 *l.* applies to Division 5, Coast Guard, the remainder being for the Coast Guard Office in London, and therefore shown under Division 8, Control.

DETAILS of Sub-Head R.

EXPENDITURE for each NAVAL ESTABLISHMENT ABROAD, 1868-69.

	BUILDINGS. Additions.	BUILDINGS. Repairs.	MACHINERY. Additions.	MACHINERY. Repairs.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Gibraltar	3,681 2 1	274 15 7	— — —	105 8 2
Malta	66,709 18 9	781 19 —	1,886 — —	349 1 10
Bermuda	59,760 10 3	1,541 14 11	860 8 1	572 7 9
Halifax	1,109 4 7	1,502 4 7	737 9 7	—
Jamaica	331 9 3	522 1 3	—	—
Antigua	— — —	191 18 4	—	—
Barbadoes	— — —	107 19 6	—	—
Ascension	261 2 3	454 7 4	*Cr.* 352 12 9	—
Vancouver's Island	1,486 17 5	1,141 15 8	—	—
St. Paul de Loanda	*Cr.* 113 — —	—	—	—
Cape of Good Hope	337 8 2	427 19 3	—	—
Trincomalie	— — —	510 9 2	—	—
Hong Kong	1,293 13 11	2,681 — 1	380 — —	—
Fernando Po	281 11 6	—	—	—
£.	135,139 18 2	10,138 4 8	3,511 4 11	1,026 17 9

£. 149,816. 5. 6.

DETAILS of Sub-Head V.

EXPENDITURE under CONTINGENCIES, &c.

	£.
Portland	46
Shanghai	238
Ditto	29
Sydney	19
Singapore	83
Mylor	97
£.	512

DETAILS of Temporary Superintendence under Division 2, VICTUALLING.

	£.
Gosport	242
Plymouth	116
£.	358

SUMMARY of VOTE 11 as posted into ABSTRACT SHEET, pages 10 and 11.

	Expenditure, 1868-69. Page in Savings and Deficiencies.	Expenditure, 1868-69. £.	Grant, 1868-69. Page in Estimates.	Grant, 1868-69. £.
Division 1.—Naval	No pages can be given, as these special amounts are obtained from the foregoing Statement.	706,523	No pages can be given, as these special amounts are obtained from the foregoing Statement.	730,977
„ 2.—Victualling		9,443		9,885
„ 3.—Medical		12,651		13,810
„ 4.—Marine		33,661		25,915
„ 5.—Coast Guard		20,887		20,613
„ 7.—Fleet		7,739		6,250
„ 8.—Control		18,888		6,787
	58	809,792	97	814,237

VOTE 12.—MEDICINES AND MEDICAL STORES, &c.

SUMMARY as posted into ABSTRACT SHEET, page 10.

	Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition 1868–69.		Grant, and Amount Appropriated out of the Vote of Credit,* 1868–69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 3.—Medical - - - - -	76	88,081	111	78,164
			–	*60

VOTE 13.—MARTIAL LAW AND LAW CHARGES.

HEAD OF SERVICE.	DIVISION 7, FLEET.				DIVISION 8, CONTROL.			
	Expenditure, 1868-69.		Grant, 1868-69.		Expenditure, 1868-69.		Grant, 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
A.—Legal Department - - -	–	—	–	—	78	10,438	112	13,014
B.—Courts Martial - - - -	78	2,098	112	1,500	–	—	–	—
C.—Naval Prison, Lewes - - -	78	2,975	112	2,891	–	—	–	—
D.—Naval Prison, Malta - - -	78	1,605	112	1,760	–	—	–	—
E.—Conveyance of Prisoners - -	78	1,355	112	1,200	–	—	–	—
	—	8,033	—	7,351	78	10,438	112	13,014

SUMMARY as posted into ABSTRACT SHEET, page 11.

	Expenditure, 1868-69.		Grant, 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
DIVISION 7.—Fleet - - - - -	–	8,033	–	7,351
DIVISION 8.—Control - - - - -	78	10,438	112	13,014
	78	18,471	112	20,365

VOTE 14.—MISCELLANEOUS SERVICES.

SUMMARY as posted into ABSTRACT SHEET, page 11.

	Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition, 1868-69.		Grant, and Amount Appropriated out of the Vote of Credit,* 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 7.—Fleet - - - - - - -	82	184,160	114	175,800
			–	*200

Some little of this might possibly be distributed to other Divisions, but it will be seen, on looking through the items, that they would be mainly for the *Fleet*, and connected with the Officers and Seamen, as—

Piloting.
Passage Money.
Compensation to Officers for loss by Shipwreck.
Contributions for *Sailors'* Homes.
Contributions for Religious Institutions, &c.

All is therefore put to Division 7.—Fleet.

VOTE 15.—HALF PAY, &c.

SUMMARY as posted into ABSTRACT SHEET, page 11.

	Expenditure, 1868-69.		Grant, 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 4.—Marine - - - - - -	–	50,786	121	52,531
Division 7.—Fleet - - - - - -	–	637,288	–	647,635
	84	688,074	121	700,166

VOTE 16.—SECTION I.—MILITARY PENSIONS.

ANALYSIS to show Amounts to be Debited to each Division.

	DIVISION 4. MARINE.				DIVISION 5. COAST GUARD.				DIVISION 7. FLEET.				TOTAL.			
	Expenditure, 1868-69.		Grant, 1868-69.		Expenditure, 1868-69.		Grant, 1868-69.		Expenditure, 1868-69.		Grant, 1868-69.		Expenditure, 1868-69.		Grant, 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
A. Pensions for Good and Meritorious Services		600	159	600		- -		- -		5,636		5,550	84	6,236	122	6,150
B. Pensions for Conspicuous Bravery		20	159	20		- -		- -		159		170	84	179	122	190
C. Flag Officers' Retired Service Pensions		- -		- -		- -		- -		1,350		1,500	84	1,350	122	1,500
D. Pensions to Commissioned and Warrant Officers		1,055	159	1,261		370		410		35,159		38,924	84	36,584	122	40,595
E. Pensions to Widows and Relatives of Officers Slain		285	159	285		- -		- -		11,277		10,828	84	11,562	122	11,113
F. Pensions to Widows of Naval Officers		- -		- -		- -		- -		145,548		154,060	84	145,548	122	154,060
G. Pensions to Widows of Marine Officers		9,706	159	11,396		- -		- -		- -		- -	84	9,706	122	11,396
H. Compassionate List		6,350	–	5,820		- -		- -		10,562		9,680	84	16,912	122	15,500
I. Pensions to Old and Disabled Commissioned Officers		- -		- -		- -		- -		4,971		5,025	84	4,971	122	5,025
K. Naval Pensions and Gratuities to Seamen and Marines		107,912	*See Note.	105,253		- -		- -		204,725		199,665	84	312,637	122	304,918
	£.	125,928	–	124,635		370		410		419,387		425,402	84	545,685	122	550,447

* The reason the Amount in the Grant Column of Division 4 (Marine) against Sub-head K. does not agree with the Amount as shown on pages 130 and 132 of the Navy Estimates, is caused through it being impossible, when the Estimates were framed, to state how much of the amounts taken in a lump sum under the above Sub head was properly chargeable to the Marine Division. The Grant has, however, been based on the actual Expenditure.

SUMMARY as posted into ABSTRACT SHEET, page 11.

	Expenditure, 1868-69.		Grant, 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 4.—Marine	No pages can be given, as these special Amounts are obtained from the foregoing Statement.	125,928	No pages can be given, as these special Amounts are obtained from the foregoing Statement.	124,635
„ 5.—Coast Guard		370		410
„ 7.—Fleet		419,387		425,402
TOTAL, VOTE 16.—SECTION I.—MILITARY PENSIONS	84	545,685	122	550,447

VOTE 16.—SECTION II.—CIVIL PENSIONS.

ANALYSIS to show Amounts to be Debited to each Division.

	A. SALARIED OFFICERS.				B. ARTIFICERS.				C. COAST GUARD.				D. Contribution in Aid of a Pension Fund for the Pensions of Metropolitan Police Employed in the several Establishments at Home.				TOTAL.			
	Expenditure, 1868-69.		Grant, 1868-69.		Expenditure, 1868-69.		Grant, 1868-69.		Expenditure, 1868-69.		Grant, 1868-69.		Expenditure, 1868-69.		Grant, 1868-69.		Expenditure, 1868-69.		Grant, 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 1.—Naval Yards	No pages can be given, as the amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Vote, and not the Amounts for each Division against those Heads.	40,541	No pages can be given, as the Amounts appearing here are based upon the Actual Expenditure.	47,125	No pages can be given, as the Amounts Expended and shown here do not appear in the Statement of Savings and Deficiencies, which gives only the Total Sum Expended against each Detailed Head of the Vote, and not the Amounts for each Division against those Heads.	80,145	No pages can be given, as the Amounts appearing here are based upon the Actual Expenditure.	83,540	—	—	—	—	84	885	133	1,123	—	121,571	1	131,797
„ 2.—Victualling		2,036		2,365		2,653		2,775	—	—	—	—	—	—	—	—	—	4,689		5,140
„ 3.—Medical		860		1,000		835		873	—	—	—	—	—	—	—	—	—	1,695		1,873
„ 4.—Marine		401		466	—	—	—	—	—	—	—	—	—	—	—	—	—	401		466
„ 5.—Coast Guard		—		—		—		—	84	45,904	133	43,433	—	—	—	—	84	45,904	133	43,433
„ 6.—Transport		356		412		—		—	—	—	—	—	—	—	—	—	The Note in the foregoing Expenditure Columns applies to these Amounts.	356	No pages can be given, as these special Amounts are obtained from the foregoing Statement.	412
„ 7.—Fleet		—		—		216		200	—	—	—	—	—	—	—	—		216		200
„ 8.—Control		34,463		40,067		106		110	—	—	—	—	—	—	—	—		34,569		40,177
	84	78,657	132	91,435	84	83,955	132	87,507	84	45,904	133	43,433	84	885	133	1,123	84	209,401	122	223,498

SUMMARY of VOTE 16, Sect. II., as posted into ABSTRACT SHEET, pages 10 and 11.

	Expenditure, 1868-69.		Grant, 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 1.—Naval	No pages can be given, as these special Amounts are obtained from the foregoing Statement.	121,571	No pages can be given, as these special Amounts are obtained from the foregoing Statement.	131,797
„ 2.—Victualling		4,689		5,140
„ 3.—Medical		1,695		1,873
„ 4.—Marine		401		466
„ 5.—Coast Guard	84	45,904	133	43,433
„ 6.—Transport	No pages can be given, as these special Amounts are obtained from the foregoing Statement.	356	No pages can be given, as these special Amounts are obtained from the foregoing Statement.	412
„ 7.—Fleet		216		200
„ 8.—Control		34,569		40,177
	84	209,401	122	223,498

VOTE 17.—EXTRA ESTIMATE FOR SERVICES NOT NAVAL:—FREIGHT, &c. ON ACCOUNT OF ARMY DEPARTMENT UNDER DIRECTOR OF TRANSPORTS.

	Expenditure, including the Expenditure incurred on account of the Abyssinian Expedition, 1868-69.		Grant, and Amount Appropriated out of the Vote of Credit,* 1868-69.	
	Page in Savings and Deficiencies.	£.	Page in Estimates.	£.
Division 6.—Transport - - - - -	88	3,324,206	134 –	350,600 *2,927,932

ABYSSINIA.

RETURN to an Address of the Honourable The House of Commons, dated 2 April 1869;—*for*,

"RETURN of the Number and Tonnage of TRANSPORTS Employed in the ABYSSINIAN EXPEDITION, including those Chartered by the Council of India, such Return to distinguish between SAILING VESSELS and STEAM SHIPS; also, to show the Tonnage of each Vessel, the Time each Vessel was Employed, and the Rate per Ton each Vessel was Paid; also, the Names, Tonnage, and Rate of Freight of all Vessels Tendered for the Service:

STEAMERS.

Name of Steamer.	Name of Owner or Agent.	Tonnage.	Rate of Freight per Ton.	Where and when Employment began.	Where and when Employment ended.	Total Time Employed.	Gross Sum Expended.

SAILING VESSELS.

Name of Ship.	Name of Owner or Agent.	Tonnage.	Rate of Freight per Ton.	Where and when Employment began.	Where and when Employment ended.	Total Time Employed.	Gross Sum Expended.

Vessels tendered, but not accepted.

STEAMERS.

Name of Steamer.	Name of Owner or Agent.	Tonnage.	Rate of Freight per Ton.

SAILING VESSELS.

Name of Ship.	Name of Owner or Agent.	Tonnage.	Rate of Freight per Ton.

(*Mr. Gourley.*)

Ordered, by The House of Commons, *to be Printed*,
23 *February* 1870.

RETURN FROM THE ADMIRALTY.

RETURN of the Number and Tonnage of TRANSPORTS Engaged by the ADMIRALTY for Employment in the ABYSSINIAN EXPEDITION, such Return distinguishing between Sailing Vessels and Steam Ships; also showing the Tonnage of each Vessel, the Time each Vessel was Employed, and the Rate per Ton each Vessel was Paid; also the Names, Tonnage, and Rate of Freight of all Vessels Tendered for the Service.

STEAMERS.

NAME OF STEAMER.	Name of Owner or Agent.	Tonnage.	Rate of Freight per Ton.	Where and when Employment began.	Where and when Employment ended.	Total Time Employed.	Gross Sum Expended. £. s. d.
City of Manchester	H. E. Moss & Co.	1,906	35 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.	Liverpool, 4 Sept. 1867.	Bombay, 19 Aug. 1868.	11 months and 16 days.	49,423 4 1
City of Dublin	- ditto - -	1,998	35 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.	Liverpool, 8 Sept. 1867.	Bombay, 13 July 1868.	10 months and 6 days.	44,361 7 9
England	T. S. Begbie	3,307	35 *s.* per ton per month, and three months' additional pay if discharged abroad.	Liverpool, 3 Sept. 1867.	Portsmouth, 10 Oct. 1868.	13 months and 8 days.	76,752 4 4
Queen	- ditto - -	3,517	37 *s.* 6 *d.* per ton per month, and three months' additional pay if discharged abroad.	Liverpool, 7 Sept. 1867.	Bombay, 22 July 1868.	10 months and 16 days	69,403 1 10
Peruvian	T. M. Mackay, Sons, & Co.	2,245	32 *s.* 3 *d.* per ton per month, and 17 *s.* 9 *d.* additional per ton per month if discharged abroad.	Liverpool, 4 Sept 1867.	Bombay, 13 July 1868.	10 months and 10 days.	57,965 3 3
Kangaroo	H. E. Moss & Co.	1,719	32 *s.* 6 *d.* per ton per month, and three months' additional pay if discharged abroad.	Liverpool, 6 Sept. 1867.	Bombay, 29 June 1868.	9 months and 24 days.	27,333 8 9
Californian	West India and Pacific Steam Ship Company.	1,831	24 *s.* 10 *d.* per ton per month, and 10 *s.* 2 *d.* additional per ton per month if discharged abroad	Liverpool, 3 Sept. 1867.	Bombay, 7 July 1868.	10 months and 5 days.	32,567 15 9
West Indian	- ditto - -	1,804	26 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.	Liverpool, 3 Sept. 1867.	Bombay, 9 July 1868.	10 months and 7 days.	33,217 5 2
American	- ditto - -	1,831	24 *s.* 10 *d.* per ton per month, and 10 *s.* 2 *d.* additional per ton per month if discharged abroad.	Liverpool, 9 Sept. 1867.	Bombay, 29 June 1868.	9 months and 21 days.	31,044 9 1
Bosphorus	T. M. Mackay, Sons, & Co.	2,130	32 *s.* 6 *d.* per ton per month, and 17 *s.* 6 *d.* additional per ton per month if discharged abroad.	Liverpool, 10 Sept. 1867.	Lost in Algoa Bay, 20 Oct. 1867.	1 month and 11 days.	6,877 - - two months' advance.
Golden Fleece (Used as hospital ship.)	Alfred Brett & Co.	2,768	30 *s.* per ton per month, and one month's additional pay if discharged abroad.	Deptford, 6 Sept. 1867.	Portsmouth, 5 Sept. 1868.	12 months	49,824 - -
Mauritius (Used as hospital ship.)	- ditto - -	2,134	30 *s.* per ton per month, and one month's additional pay if discharged abroad.	Deptford, 6 Sept. 1867.	Portsmouth, 17 Oct. 1868.	13 months and 12 days.	42,872 8 2
Queen of the South (Used as hospital ship.)	- ditto - -	2,090	30 *s.* per ton per month, and one month's additional pay if discharged abroad.	Deptford, 6 Sept. 1867.	Portsmouth, 31 Oct. 1868.	13 months and 26 days.	43,427 9 2
Empress (Used as mule ship.)	Bake & Co.	780	30 *s.* per ton per month	Deptford, 12 Sept. 1867.	Alexandria, 9 Dec. 1867.	2 months and 28 days.	3,510 - -
Parana (Used as mule ship.)	Smith, Sundius, & Co.	1,320	25 *s.* per ton per month	Deptford, 10 Sept. 1867.	Alexandria, 9 Dec. 1867.	3 months	5,004 4 11
Coumoundouros (Used as mule ship.)	J. Preston	969	24 *s.* 9 *d.* per ton per month, and 5 *s.* 3 *d.* additional per ton per month if discharged abroad.	Deptford, 16 Sept. 1867.	Deptford, 16 Jan. 1868.	4 months and 1 day.	4,835 19 5
Bolivar (Used as mule ship.)	West India and Pacific Steam Ship Company.	1,179	30 *s.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.	Deptford, 10 Sept. 1867.	Portsmouth, Dec. 1867.	3 months and 15 days.	6,177 12 9
Venetia (Used as mule ship.)	Alfred Laming & Co.	754	34 *s.* 6 *d.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.	Deptford, 9 Sept. 1867.	Deptford, 4 Jan. 1868.	3 months and 27 days.	5,013 14 8

SAILING VESSELS - - - - - None.

VESSELS TENDERED, BUT NOT ACCEPTED.

STEAMERS.

NAME OF STEAMER.	Name of Owner or Agent.	Tonnage.	Rate of Freight per Ton.
Great Eastern	Rucker, Offor, & Co.	18,914	16 *s.* per ton per month.
Hector	H. G. Temperley	1,614	21 *s.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
Pacific	Rucker, Offor, & Co.	1,293	22 *s.* 6 *d.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
Venezuelan	West India and Pacific Steam Ship Company.	1,682	23 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
Carolina	Harnett, Horry, & Co.	1,116	24 *s.* per ton per month.
Melbourne	Alfred Laming & Co.	1,636	24 *s.* per ton per month.
Lybia	- - ditto - - -	1,283	24 *s.* 6 *d.* per ton per month.
Iron Age	H. G. Temperley	1,094	24 *s.* 6 *d.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
Hayti	Smith, Sundius, & Co.	1,122	25 *s.* per ton per month, and 25 *s.* additional per ton per month if discharged abroad.
Canada	P. Hamilton	1,831	25 *s.* per ton per month.
Minia	Pile & Co.	1,986	25 *s.* per ton per month.
Asia	P. Hamilton	2,226	26 *s.* per ton per month.
Norfolk	Smith, Sundius, & Co.	1,259	27 *s.* 6 *d.* per ton per month, and 12 *s.* 6 *d.* additional per ton per month if discharged abroad.
Bellona	- - ditto - - -	1,888	27 *s.* 6 *d.* per ton per month, and 27 *s.* 6 *d.* additional per ton per month if discharged abroad.
Ernst Merck	Lloyd, Lowe, & Co.	1,406	28 *s.* per ton per month.
Union	Lachlan, M'Leod, & Co.	1,385	29 *s.* 9 *d.* per ton per month, and 20 *s.* additional per ton per month if discharged abroad.
Petersburgh	Smith, Sundius, & Co.	1,566	30 *s.* per ton per month, and 20 *s.* additional per ton per month if discharged abroad.
Shahazadah	Rayden & Reid	1,050	35 *s* per ton per month.
Livonia	Glover, Brothers	1,283	35 *s.* per ton per month, and 25 *s.* additional per ton per month if discharged abroad.
France	T. S. Begbie	3,270	40 *s.* per ton per month, and three months' additional pay if discharged abroad.
London	J. Hall, jun., & Co.	1,299	40 *s.* per ton per month.
Augustine	J. W. Lockwood & Co.	1,055	40 *s.* per ton per month.
Massowah	British India Steam Ship Company.	1,700	40 *s.* per ton per month until arrival in India, and 15 *s.* additional per ton per month afterwards.
Bolivian	T. M. Mackay, Sons, & Co.	1,904	44 *s.* 3 *d.* per ton per month, and 14 *s.* 6 *d.* additional per ton per month if discharged abroad.
Brazilian	- - ditto - - -	1,942	44 *s.* 3 *d.* per ton per month, and 14 *s.* 6 *d.* additional per ton per month if discharged abroad.
China	Peninsular and Oriental Steam Navigation Company.	2,009	50 *s.* per ton per month.
Ossian - Mule Ship	Smith, Sundius, & Co.	721	22 *s.* 6 *d.* per ton per month.
Hull - ditto	C. Moller	791	22 *s.* 6 *d.* per ton per month.
A new ship - ditto	J. Hall, jun., & Co.	923	22 *s.* 9 *d.* per ton per month, and 2 *s.* additional per ton per month if discharged abroad.
Leopard - ditto	T. M. Mackay, Sons, & Co.	735	23 *s.* per ton per month.
Saint Bede - ditto	Watts, Milburne, & Co.	748	23 *s.* per ton per month.
A new ship, No. 63 - ditto	J. Hall, jun., & Co.	885	23 *s.* 6 *d.* per ton per month, and 2 *s.* additional per ton per month if discharged abroad.
Galicia - ditto	- - ditto - - -	750	23 *s.* 6 *d.* per ton per month, and 2 *s.* additional per ton per month if discharged abroad.
Carolina - ditto	Lawson & Eastman	1,116	24 *s.* per ton per month.
Mœander - ditto	Griffiths, Tate, & Co.	974	24 *s.* per ton per month.
Iron Age - ditto	H. G. Temperley	1,094	24 *s.* per ton per month, and 2 *s.* additional per ton per month if discharged abroad.
Admiral Kanaris - ditto	Randegger & Co.	929	24 *s.* per ton per month, and 4 *s.* additional per ton per month if discharged abroad.
Paris - ditto	J. Bennett & Co.	708	24 *s.* 6 *d.* per ton per month.
Hastings - ditto	Dixon & Harris	696	24 *s.* 8 *d.* per ton per month.
Montezuma - ditto	Smith, Sundius, & Co.	910	25 *s.* per ton per month.
Mendoza - ditto	- - ditto - - -	1,160	25 *s.* per ton per month.
Rosetta - ditto	Stringer, Pembroke, & Co.	972	25 *s.* per ton per month, and 2 *s.* additional per ton per month if discharged abroad.
Caledonia - ditto	J. Preston	765	25 *s.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
Parthenon - ditto	Randegger & Co.	876	25 *s.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
Shahazadah - ditto	Rayden & Reid	1,040	26 *s.* per ton per month.
Iona - ditto	Smith, Sundius, & Co.	909	27 *s.* 6 *d.* per ton per month, and 2 *s.* 6 *d.* additional per ton per month if discharged abroad.

VESSELS TENDERED, BUT NOT ACCEPTED—STEAMERS—*continued.*

NAME OF STEAMER.	Name of Owner or Agent.	Tonnage.	Rate of Freight per Ton.
John M'Intyre - Mule Ship	Pickernell Brothers -	984	27 *s.* per ton per month, and 3 *s.* additional per ton per month if discharged abroad.
Emperor - - ditto -	Bake & Co. - - -	780	30 *s.* per ton per month.
Darien - - ditto -	West India and Pacific Steam Ship Company.	1,171	30 *s.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
Plantagenet - ditto -	- - ditto - - -	694	30 *s.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
Clothilda - ditto -	Alfred Laming & Co. -	707	32 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
Onward - - ditto -	Lachlan, M'Leod, & Co. -	783	34 *s.* per ton per month, and one month's additional pay if discharged abroad.
Latona - - ditto -	Pickernell Brothers -	699	34 *s.* 6 *d.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
Aurora - - ditto -	- - ditto - - -	698	34 *s.* 6 *d.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
City of Durham ditto -	H. E. Moss & Co. - -	697	40 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
Mary - - ditto -	A. Brett & Co. - -	902	45 *s.* per ton per month, and one month's additional pay if discharged abroad.
*Medway - - -	H. G. Temperley - -	1,823	23 *s.* per ton per month, and 4 *s.* additional per ton per month if discharged abroad.
*Cleopatra - - -	- - ditto - - -	1,012	23 *s.* per ton per month, and 4 *s.* additional per ton per month if discharged abroad.
*Thames - - - -	- - ditto - - -	1,376	24 *s.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
*Cella - - - -	Smith, Sundius, & Co. -	1,992	25 *s.* per ton per month, and 25 *s.* additional per ton per month if discharged abroad.
*Montezuma - - -	- - ditto - - -	910	25 *s.* per ton per month, and 25 *s.* additional per ton per month if discharged abroad.
*Ottawa - - - -	H. G. Temperley - -	1,813	26 *s.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
*Mendoza - - -	Smith, Sundius, & Co. -	1,160	27 *s.* 6 *d.* per ton per month, and 27 *s.* 6 *d.* additional per ton per month if discharged abroad.
*Propontis - - -	Lachlan, M'Leod, & Co. -	2,120	29 *s.* per ton per month, and 16 *s.* additional per ton per month if discharged abroad.
*The Greek - - -	J. Preston - - -	749	29 *s.* 6 *d.* per ton per month.
*Coumoundouros - - -	- ditto - - - -	969	29 *s.* 6 *d.* per ton per month.
*Apollo - - - -	Craven, Bott, & Co. -	1,336	30 *s.* per ton per month.
*Calypso - - -	- - ditto - - -	1,334	30 *s.* per ton per month.
*United Service - -	W. Gray & Co. - -	981	30 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
*Golden Horn - -	J. Hall, jun., & Co. -	1,188	30 *s.* per ton per month, and 20 *s.* additional per ton per month if discharged abroad.
*A new vessel - - -	- - ditto - - -	885	30 *s.* per ton per month, and 20 *s.* additional per ton per month if discharged abroad.
*Empress - - -	H. Bake & Co. - -	780	30 *s.* per ton per month, and 30 *s.* additional per ton per month if discharged abroad.
*Delawar - - -	T. M. Mackay, Sons, & Co.	2,121	32 *s.* 6 *d.* per ton per month, and 17 *s.* 6 *d.* additional per ton per month if discharged abroad.
*Belgian - - - -	Montgomerie & Greenhorne	2,066	37 *s.* 6 *d.* per ton per month, and three months' additional pay if discharged abroad.
*St. David - - -	- - ditto - - -	1,516	39 *s.* 3 *d.* per ton per month, and three months' additional pay if discharged abroad.
*Mary - - - -	Alfred Brett & Co. -	902	40 *s.* per ton per month, and six weeks' additional pay if discharged abroad.
*Courier - - - -	Gray, Dawes, & Co. -	374	50 *s.* per ton per month.
*India - - - -	British India Steam Ship Company.	1,015	55 *s.* per ton per month.
*Birmah - - -	- - ditto - - -	1,015	55 *s.* per ton per month.
*Cashmere - - -	- - ditto - - -	1,015	55 *s.* per ton per month.
*Punjaub - - -	- - ditto - - -	1,015	55 *s.* per ton per month.
*Arabia - - - -	- - ditto - - -	1,015	55 *s.* per ton per month.
*Asia - - - -	- - ditto - - -	1,550	55 *s.* per ton per month.
*Himalaya - - -	- - ditto - - -	1,450	55 *s.* per ton per month.
*Saturn - - - -	- - ditto - - -	1,350	55 *s.* per ton per month.
*Oriental - - -	Stringer, Pembroke, & Co.	1,480	No rate given.
*Europa - - - -	- - ditto - - -	1,254	No rate given.
*Birmah - - - -	- - ditto - - -	1,175	No rate given.
*Emperor - Mule Ship	C. Moller - - -	1,320	20 *s.* per ton per month.
*Druid - - ditto -	Consans & Co. - -	696	21 *s.* per ton per month, and 3 *s.* 6 *d.* additional per ton per month if discharged abroad.
*Tarsit - - ditto -	- - ditto - - -	794	21 *s.* per ton per month, and 3 *s.* 6 *d.* additional per ton per month if discharged abroad.

* The tenders of these vessels were not in accordance with the requirements of the advertisement.

VESSELS TENDERED, BUT NOT ACCEPTED——*continued.*

NAME OF STEAMER.	Name of Owner or Agent.	Tonnage.	Rate of Freight per Ton.
*Archimedes - Mule Ship	Watts, Milburn, & Co. -	1,086	22 *s.* per ton per month.
*Golden Horn ditto -	J. Hall, jun., & Co. -	1,188	22 *s.* per ton per month, and 2 *s.* additional per ton per month if discharged abroad.
*Pacific - - ditto -	Rucker, Offer, & Co. -	1,293	22 *s.* 6 *d.* per ton per month, and 2 *s.* 6 *d.* additional per ton per month if discharged abroad.
*Tiger - - ditto -	T. M. Mackay, Sons, & Co.	651	23 *s.* per ton per month.
*Gosforth - ditto -	Watts & Co. - - -	832	23 *s.* per ton per month.
*William Cory - ditto -	Smith, Sundius, & Co. -	1,578	23 *s.* per ton per month, and 2 *s.* additional per ton per month if discharged abroad.
*Lavonia - ditto -	Glover Brothers - -	1,283	23 *s.* per ton per month, and 2 *s.* additional per ton per month if discharged abroad.
*Thomas Gillespie, ditto -	Smith, Sundius, & Co. -	691	24 *s.* per ton per month.
*Bristol - - ditto -	T. M. Mackay, Sons, & Co.	650	24 *s.* per ton per month, and 4 *s.* additional per ton per month if discharged abroad.
*Constantine - ditto -	Alfred Laming & Co. -	778	24 *s.* per ton per month, and 6 *s.* additional per ton per month if discharged abroad.
*Danish Queen - ditto -	Pile & Co. - - -	955	24 *s.* per ton per month, and 8 *s.* additional per ton per month if discharged abroad.
*Brenda - - ditto -	Smith, Sundius, & Co. -	772	25 *s.* per ton per month.
*Una - - ditto -	- - ditto - - -	1,236	25 *s.* per ton per month.
*Lord Byron - ditto -	J. Preston - - -	758	25 *s.* per ton per month, and 2 *s.* additional per ton per month if discharged abroad.
*Cleopatra - ditto -	H. G. Temperley - -	1,112	25 *s.* per ton per month, and 4 *s.* additional per ton per month if discharged abroad
*Elaine - - ditto -	Alfred Laming & Co. -	593	25 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
*Thomas Snowdon, ditto -	- - ditto - - -	707	25 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
*West of England, ditto -	Clark & Langley - -	609	25 *s.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
*Jane Bacon - ditto -	- - ditto - - -	504	27 *s.* 6 *d.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
*Mersey - - ditto -	- - ditto - - -	608	27 *s.* 6 *d.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
*Lady Derby - ditto -	Smith, Sundius, & Co. -	577	26 *s.* per ton per month.
*Saida - - ditto -	Alfred Laming & Co. -	1,352	27 *s.* 6 *d.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
*Lybia - - ditto -	- - ditto - - -	1,283	27 *s.* 6 *d.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
*Hellenis - ditto -	J. F. Jackson - -	755	28 *s.* per ton per month, and 2 *s.* less per ton per month if discharged abroad.
*Adriatic - ditto -	J. J. Adam - - -	3,676	30 *s.* per ton per month, and 10 *s.* additional per per ton per month if discharged abroad.
*Columbia - ditto -	- - - ditto - - -	2,913	30 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
*Hibernia - ditto -	- - ditto - - -	3,007	30 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
*Anglia - - ditto -	- - ditto - - -	2,949	30 *s.* per ton per month, and 10 *s.* additional per ton per month if discharged abroad.
*United Service ditto -	W. Gray & Co. - -	981	30 *s.* per ton per month, and one month's additional pay if discharged abroad.
*Australian - ditto -	West India and Pacific Steam Ship Company.	2,504	30 *s.* per ton per month, and 5 *s.* additional per ton per month if discharged abroad.
*May Queen - ditto -	Pile & Co. - - -	576	32 *s.* 6 *d.* per ton per month, and 6 *s.* 6 *d.* additional per ton per month if discharged abroad.
*Charlotte - ditto -	Lachlan, M'Leod, & Co. -	628	35 *s.* per ton per month, and one month's additional pay if discharged abroad.
*Amy - - ditto -	Henderson & Co. - -	604	35 *s.* per ton per month.
*Maud Campbell ditto -	Lachlan, M'Leod, & Co. -	631	35 *s.* per ton per month, and one month's additional pay if discharged abroad.
*Justitia - - ditto -	Alfred Laming & Co. -	783	35 *s.* per ton per month, and 10 *s.* 6 *d.* additional per ton per month if discharged abroad.
*Winchester - ditto -	Smith, Sundius, & Co. -	700	24 *s.* 9 *d.* per ton per month, and 300 *l.* additional if discharged abroad.
*Southampton - ditto -	- - ditto - - -	610	24 *s.* 9 *d.* per ton per month, and 300 *l.* additional if discharged abroad.
*Albert Victor - - -	G. Lidgett & Co. - -	1,184	17 *s.* 6 *d.* per ton per month.
*Caldera - - - -	H. Ellis & Sons - -	not stated	18 *s.* per ton per month.
*Wanbojeeg - - -	Lacklan, M'Leod, & Co. -	1,482	18 *s.* per ton per month, and 2 *s.* additional per ton per month if discharged abroad.
*Earl Dalhousie - -	Houlder, Brothers & Co. -	not stated	19 *s.* per ton per month.
*Corona - - - -	Lachlan, M'Leod, & Co. -	1,199	19 *s.* 3 *d.* per ton per month.

* The tenders of these vessels were not in accordance with the requirements of the advertisement.

11 May 1869. *W. R. Mends*, Director of Transports.

RETURN FROM THE INDIA OFFICE.

RETURN of the Number and Tonnage of TRANSPORTS Chartered by the GOVERNMENTS of INDIA and BOMBAY, such Return distinguishing between Sailing Vessels and Steam Ships; also showing the Tonnage of each Vessel, the Time each Vessel was Employed, and the Rate per Ton each Vessel was Paid; also the Names, Tonnage, and Rate of Freight of all Vessels Tendered for the Service.

STEAMERS.

LIST of STEAMERS Chartered at *Bombay* for, and Employed in connection with, the ABYSSINIAN EXPEDITION.

NAME OF STEAMER.	AGENTS.	Tonnage.	Rate per Ton.	Date when Employed.	Date of Discharge from Government Transport Service.	Total Time Employed.		Gross Sum Expended.
		Tons.	*Rs. a.*		1868:	*Mths.*	*Days.*	*Rs. a.*
Arabia	B. I. S. N. Company	1,027	24 –	18 Sept. 1867	18 August	11	1	2,47,275 2 **24,648* –
Asia	ditto ditto	1,579	24 –	13 Oct. „	17 „	10	5	3,47,176 3 *37,896 1*
Armenian	N. J. Abraham	944·37	20 –	6 Jan. 1868	30 July	6	25	1,28,556 2
Bombay Castle	Ahmedbhoy Habibhoy	823·25	–	7 Nov. 1867	5 August	8	30	1,61,419 6
Euphrates	B. I. S. N. Company	650·42	27 8	1 Sept. „	22 „	11	22	1,91,559 4 *17,886 7*
Ellora			–			3	2	1,06,118 1
Great Victoria	Lawrence & Co.	2,398	14 –	6 Sept. 1867	30 July	10	29	3,68,172 15
General Outram	B. C. & R. S. N. Company	261	21 –	18 Feb. 1868	3 „	4	16	24,847 3
General Havelock	ditto ditto	280·52	21 –	11 Nov. 1867	8 „	7	28	46,734 12
Indore	C. B. Colah & Co.	679	–	11 Sept. „	17 „	10	7	1,84,064 8
India	B. I. S. N. Company	1,010	27 8	25 „ „	22 August	10	29	2,74,225 14 *29,507 3*
John Bright	David Sassoon	1,022·63	26 –	1 Nov. „	10 July	8	10	2,21,283 14
Japan	Ritchie, Steuart & Co.	472·52	27 8	1 Feb. 1868	16 „	5	1^6	71,678 4
Koina	B. & B. S. N. Company	869·61	27 –	7 Jan. „	8 August	7	2	1,40,409 1 *30,612 1*
Krishna			–			0	20	21,694 7
Lord Clyde	B. C. & R. S. N. Company	374·72	21 –	11 Nov. 1867	10 June	7	0	55,083 13
Madras	P. & O. Company	1,185	22 –	14 Oct. „	5 September	10	23	2,53,972 4 *26,070* –
Mula	B. & B. S. N. Company	690·18	27 –	2 Mar. 1868	15 August	5	14	1,01,590 1
Norna	P. & O. Company	969	22 –	23 Sept. 1867	11 July	9	19	2,05,363 6
Nada	B. & B. ditto	880·62	27 –	25 Feb. 1868	10 August	5	17	1,07,787 14 *24,134 11*
Ottawa	P. & O. ditto	1,274	22 –	24 Sept. 1867	11 July	9	18	2,41,402 7 *27,666 6*
Pearl	B. C. & R. S. N. Company	334·96	21 –	4 Jan. 1868	5 June	5	2	35,644 –
Punjab	B. I. S. N. Company	1,029·54	27 8	26 Sept. 1867	1 August	10	7	2,59,529 14 *29,986 12*
Sir Bartle Frere	B. C. & R. S. N. Company	536	21 –	20 „ „	22 July	10	3	1,13,649 5
Sattara	B. I. S. N. Company	1,230	24 –	27 „ „	17 August	10	22	2,86,344 – *31,661 7*
Sultan	P. & O. Company	1,124	22 –	16 Oct. „	11 „	9	27	2,19,254 15 *24,834 6*
Salsette	ditto ditto	1,491	22 –	22 „ „	28 March	5	7	1,71,416 14
Sunda	ditto ditto	1,682	22 –	16 Nov. „	25 July	8	10	2,71,362 10 *36,606 2*
Sakura	W. Nicol & Co.	847	32 8	20 June „	5 August	1	17	42,623 4
Tilly	B. C. & R. S. N. Company	456·47	21 –	11 Nov. „	4 „	6	9	60,298 3
Thales	Ritchie, Steuart & Co.	1,153·78	26 –	25 „ „	3 „	8	10	2,49,663 1
Viscount Canning	B. Hormusjee Cama	781·96	23 –	10 April 1868	19 „	4	10	77,741 15

See Note on page 9.

SAILING VESSELS.

LIST of SHIPS Chartered at *Bombay* for, and Employed in connection with, the ABYSSINIAN EXPEDITION.

NAME of SHIP.	AGENTS.	Tonnage.	Rate per Ton.	Date when Employed.	Date of Discharge from Government Transport Service.	Total Time Employed.	Gross Sum Expended.
		Tons.	*Rs. a.*		1868:	*Mths. Days.*	*Rs. a. p.*
Atmosphere	Sir Charles Forbes & Co.	1,378	9 –	19 Sept. 1867	14 August	10 27	1,34,821 12 –
Arundel	Ritchie, Steuart & Co.	1,249	9 8	1 Nov. „	22 „	9 22	1,15,210 3 –
Agamemnon	W. Nicol & Co.	1,431	11 –	16 „ „	2 June	6 18	1,03,585 15 –
Altcar	ditto	1,283	11 –	24 „ „	28 July	8 5	1,15,180 5 –
Adriana	Ritchie, Steuart & Co.	1,305	9 8	30 „ „	15 June	6 16	81,183 10 –
Alsagar	Wallace & Co.	1,210	10 –	1 Jan. 1868	7 August	7 7	87,432 4 –
Athene	Fleming & Co.	605	10 –	23 Dec. 1867	23 July	7 1	42,545 3 –
Asia	Thomas Lidbetter	1,301	10 –	1 Jan. 1868	6 August	7 6	93,588 1 –
Anevoca	Dwarkadass Vassonjee	597	12 8	6 „ „	22 „	7 17	56,329 13 –
Annie Frost	Framjee, Sands & Co.	1,236	14 –	6 „ „	31 July	6 26	1,18,337 1 –
Avabhoy	Hajee Mahomed Seedick	959	12 8	6 „ „	24 June	5 19	67,529 9 –
Ann Milicent	Edward Bates & Co.	943	14 –	24 „ „	1 July	5 8	69,530 8 –
Albertine	Messrs. Rennie, Scovell & Co.	1,522	10 –	25 Nov. 1867	31 „	8 7	1,25,196 12 –
Atiet Rahimon	Jamsetjee Nusserwanjee	525	12 –	19 Feb. 1868	7 August	5 20	35,564 8 –
Ann	Hajee Mirza Shuffee Mishkee	931	11 –	22 Jan. „	21 July	6 0	61,446 – –
Agra	Sir Charles Forbes & Co.	830	14 –	24 Feb. „	13 August	5 21	65,971 10 –
British Princess	Ritchie, Steuart & Co.	1,401·59	14 –	10 Mar. 1868	28 July	4 19	90,515 9 –
Bulwark	W. Nicol & Co.	1,332·40	13 –	4 „ „	15 August	5 12	93,310 15 –
Beaumaris Castle	Ewart, Latham & Co.	1,040	10 –	3 Nov. 1867	13 „	9 11	97,290 5 –
Balkamah	Edward Bates & Co.	1,377	9 8	5 „ „	3 „	8 30	1,17,311 8 –
Berenice	Ritchie, Steuart & Co.	1,455	11 –	6 „ „	24 „	9 19	1,53,854 8 –
British Monarch	ditto	1,261·73	10 –	6 „ „	27 „	9 22	1,22,510 – –
Bucentaur	Rennie, Scovell & Co.	1,067	11 –	13 Nov. „	12 April	5 0	58,685 – –
Bruce	W. Nicol & Co.	1,110	10 –	4 Dec. „	15 July	7 12	81,996 12 –
Burmah	ditto	1,175	9 8	13 „ „	17 August	8 5	91,100 6 –
Bacchante	Finlay, Scott & Co.	717	13 –	13 Jan. 1868	31 „	7 19	70,990 13 –
Bosworth	Alfred Nicholls	545	14 –	14 „ „	8 „	6 26	52,179 6 –
British Princess	Finlay, Scott & Co.	1,231	10 –	6 Nov. 1867	3 July	7 28	97,659 5 –
British Constitution	Finlay, Clark & Co.	427	11 –	3 Feb. 1868	2 May	3 0	14,091 – –
British Nation	W. Nicol & Co.	1,302	14 –	5 Mar. „	8 August	5 4	93,492 – –
Bethshan	ditto	663	14 –	29 Feb. „	3 Sept.	6 6	57,488 8 –
City of Dunedin	W. Nicol & Co.	1,085	10 8	6 Nov. 1867	25 April	5 20	64,557 8 –
Compta	Campbell, Mitchell & Co.	1,009	11 –	3 „ „	9 July	8 7	87,682 2 –
City of Agra	Coupland & Co.	1,073	11 –	9 „ „	26 August	9 8	1,09,272 15 –
Castle Eden	W. Nicol & Co.	930	10 –	27 „ „	25 July	7 29	74,090 – –
C. N.	Hajee Mahomed Seedick	965	8 8	5 Dec. „	27 May	5 23	47,098 4 –
Calcutta	W. Nicol & Co.	1,372	10 –	4 „ „	25 August	8 22	1,19,496 12 –
Clytie	Rennie, Scovell & Co.	1,078	11 –	9 „ „	31 July	7 23	91,803 14 –
Canova	W. Nicol & Co.	1,283	10 –	17 „ „	23 „	7 7	92,707 2 –
Ceylon	Fleming & Co.	395·68	11 8	6 Jan. 1868	23 „	6 18	29,944 – –
Cowasjee Jehangheer	Ritchie, Steuart & Co.	1,258	14 –	29 „ „	29 August	7 1	1,23,852 2 –
Colonist	Nanabhoy Jamsetjee	578	14 –	10 „ „	6 „	6 28	55,860 14 –
Caldera	Fleming & Co.	730	10 –	16 Dec. 1867	24 „	8 9	60,519 6 –
Cannata	Elmston & Jamsetjee Cowasjee	514	12 –	24 Jan. 1868	6 „	6 14	39,793 9 –
Carona	W. Nicol & Co.	1,199	14 –	25 „ „	24 May	4 0	67,144 – –
Carolina	H. F. Soares Brothers & Co.	460	12 –	24 „ „	30 July	6 7	34,366 7 –
Cutch Merchant	Govinjee Virjee	639·65	13 –	10 Feb. 1868	26 June	4 17	37,973 14 –
Camperdown	W. Nicol & Co.	945·50	14 –	26 „ „	2 July	4 7	56,036 10 –
Clasmerden	Lyon Brothers	1,598	11 8	7 Mar. „	3 Sept.	5 28	1,08,483 9 –
Congress	–	–	–	–	–	5 0	29,400 – –
Decision	Wallace & Co.	1,203	9 8	8 Nov. 1867	11 July	8 4	92,902 10 –
Dreadnought	Rennie, Scovell & Co.	1,497	8 12	8 „ „	8 August	9 1	1,18,311 5 –
Defiance	Ritchie, Steuart & Co.	954	10 –	28 „ „	28 July	8 1	76,627 12 –
David Malcolmson	Lawrence & Co.	1,213	10 –	30 „ „	15 August	8 17	1,03,691 15 –
Dilawar	W. Nicol & Co.	1,306	14 –	16 Jan. 1868	31 July	6 16	1,19,140 14 –
Dilharee	ditto	1,293	14 –	7 Mar. „	19 August	5 13	98,101 3 –
Dharwar	Sir Charles Forbes & Co.	1,293·6	14 –	7 „ „	17 „	5 11	96,937 12 –
Ethereal	Wallace & Co.	795·86	12 –	1 Feb. 1868	17 July	5 17	52,988 13 –
Egeria	W. Nicol & Co.	1,066	12 8	3 „ „	21 August	6 19	88,116 15 –
Europa	Finlay, Clark & Co.	1,254	8 12	1 Nov. 1867	11 June	7 11	80,830 12 –
Empire of Peace	Lawrence & Co.	1,540	9 –	3 „ „	1 August	8 30	1,24,292 14 –
Elizabeth Henderson	L. Kuler & Co.	297	11 –	25 „ „	22 July	7 28	25,918 3 –
Erie	W. Nicol & Co.	1,010	10 –	2 Jan. 1868	22 August	7 21	77,541 15 –
Exonian	Volkart Brothers	360·15	13 –	20 Feb. „	24 July	5 5	24,164 14 –
Empress	Ritchie, Steuart & Co.	1,313	14 –	7 Mar. „	31 August	5 25	1,06,734 3 –
					31 July	8 17	99,362 3 –
Friga	Finlay, Clark & Co.	1,134	10 4	15 Nov. 1867	13 June	6 27	55,325 1 –
Fort George	Stenhouse & Co.	732	11 –	18 „ „	19 August	8 24	1,34,446 15 –
Flying Venus	Edward Bates & Co.	1,393	11 –	27 „ „			
Futhe Sultan	Hajee Moosa Hajee Joosub Noor Mahomed.	310	8 –	16 „ „	24 July	8 9	20,560 – –
Fazel Currim	Hajee Hoosein Hajee Abdool Rahim.	488·45	11 8	13 Jan. 1868	7 „	5 26	32,954 3 –
Futta Salim	Hajee Abdoola Noor Mahomed	618	13 –	11 „ „	3 June	4 24	38,355 14 –

List of Ships Chartered at Bombay for, and employed in connection with, the Abyssinian Expedition—*continued.*

NAME of SHIP.	AGENTS.	Tonnage.	Rate per Ton.	Date when Employed.	Date of Discharge from Government Transport Service.	Total Time Employed.	Gross Sum Expended.
		Tons.	*Rs. a.*		1868.	*Mths. Days.*	*Rs. a. p.*
Gavin Steel	Ritchie, Steuart & Co.	1,072	11 –	10 Dec. 1867	5 August	7 27	92,814 7 –
Glendevon	Fleming & Co., Kurrachee	954	10 –	26 „ „	4 September	8 10	79,397 7 –
Geraint	W. Nicol & Co.	1,075·39	12 8	8 Jan. 1868	5 August	6 29	93,229 6 –
Good Success	Hussonbhoy Thawer & Co.	477	9 –	1 „ „	2 June	5 2	21,751 3 –
Glenduror	Remington & Co.	994	14 –	17 „ „	20 July	6 4	85,291 10 –
Hamoody	Shaik Mahomed Abdool Latif	711·75	12 –	19 Feb. „	4 August	5 17	47,388 12 –
Hyderee	Hajee Hoosein Abdool Ramon	620	9 4	19 Sept. 1867	28 April	7 10	42,056 11 –
Humber	Bell, Ventz & Lucius	1,403	8 8	1 Nov. „	19 August	9 19	1,14,638 11 –
Howden	Edward Bates & Co.	1,218	9 –	6 „ „	5 September	10 0	1,09,620 – –
Hypogriffe	Hajee Lenal Abadeen Shirazee	728	8 8	11 Dec. „	6 August	7 27	48,705 9 –
Hahneman	Finlay, Clark & Co.	1,328	10 –	7 „ „	18 July	7 12	98,100 10 –
Hurry Puddumsey	Edward Bates & Co.	819	8 –	2 Jan. 1868	22 June	5 21	37,346 6 –
Hope	Finlay, Clark & Co.	440·98	13 –	2 Mar. „	1 August	5 0	28,663 11 –
Indian Chief	W. Nicol & Co.	1,788	8 12	4 Oct. 1867	7 September	11 4	1,74,181 – –
Irwell	Remington & Co.	1,508	11 –	8 Nov. „	11 July	8 4	1,34,844 6 –
Indomitable	Hajee Mahomed Seedick	1,041	10 –	16 Dec. „	6 August	5 10	77,571 5 –
Jessie Gilbert	Wallace & Co.	634·9	13 –	6 Jan. 1868	18 May	4 20	38,290 14 –
James Childs	Forbes & Co.	756	14 –	31 „ „	30 „	4 0	42,336 – –
John Bunyan	Lyon Brothers	1,129·41	13 –	6 Mar. „	8 August	5 3	74,832 8 –
Jadool Baree	Shaik Md. Abdool Latif	460	13 –	5 „ „	12 „	5 8	31,467 13 –
Janet Mitchell	Sigg & Co.	711	13 8	5 „ „	4 July	4 0	38,394 – –
Khimjee Oodowjee	Edward Bates & Co.	909	13 8	5 Feb. 1868	2 September	6 29	85,108 13 –
Kingston	Finlay, Clark & Co.	1,208	9 –	1 Nov. 1867	20 July	8 20	93,990 3 –
Knighton	W. Nicol & Co.	1,048	13 –	25 Jan. 1868	11 August	6 18	89,654 11 –
Kooria Mooria	ditto	1,112	7 8	11 Oct. 1867	18 „	10 8	85,552 4 –
Kusrovie	Goolam Mahomed Ismail Hussain.	374	8 8	21 Dec. „	23 May	5 3	16,202 10 –
King of Italy	W. Nicol & Co.	1,363	14 –	3 Mar. 1868	21 August	5 19	1,07,105 7 –
Lord Palmerston	Merwanjee Nusserwanjee	1,057	8 8	1 Nov. 1867	10 July	8 10	74,744 3 –
Louisa	Sir Charles Forbes & Co.	939	9 –	2 „ „	6 „	8 5	68,071 1 –
Mandalay	Wallace & Co.	745	–	25 Sept. 1867	11 July	9 17	53,474 – –
							**6,316 9 –*
Maggie Lauder	W. Nicol & Co	997	8 8	1 Nov. „	25 April	5 25	49,434 9 –
May Blume	Volkart Brothers	1,189	10 –	3 „ „	5 August	9 3	1,08,160 10 –
Mabel	Edward Bates & Co.	1,259	11 –	24 „ „	17 July	7 24	1,08,022 3 –
Mayaram Dayaram	Seedick Hajee Allarukia	694	7 8	13 „ „	28 May	6 16	33,916 7 –
Mary Fry	W. Nicol & Co.	986	9 –	19 „ „	11 April	4 24	42,366 3 –
Melmerby	Lawrence & Co.	1,510	14 –	13 Feb. 1868	27 July	5 15	1,15,929 1 –
Mary Stenhouse	Edward Bates & Co.	1,243	13 8	10 „ „	27 August	6 18	1,10,426 8 –
Mary Ann	N. G. Abraham	664	11 –	3 „ „	6 „	6 4	44,766 7 –
Morning Star	Rustomjee Dadabhoy Cama	481·56	13 –	14 „ „	9 July	4 26	30,466 10 –
Mofussilite	Ritchie, Steuart & Co.	1,008·88	11 –	20 Nov. 1867	22 May	7 17	80,965 11 –
Moderation	W. Nicol & Co.	1,267·31	12 8	22 Jan. 1868	28 August	7 7	1,14,466 11 –
Michael Scott	Ritchie, Steuart & Co.	1,197	14 –	3 Feb. „	3 July	5 1	84,330 9 –
Muscat Merchant	Hajee Mahomed Seedick	544	14 –	5 Mar. „	27 „	4 23	36,114 9 –
Montana	Nanabhoy Sorabjee	1,263	11 8	12 „ „	14 August	5 3	74,028 2 –
North Wind	Soares Brothers & Co.	783	9 –	3 Dec. 1867	9 July	7 7	50,920 4 –
Nimrod	Hajee Mahomed Seedick	890	9 8	14 „ „	1 May	4 18	38,893 – –
Nicholas Curnin	Sir Charles Forbes & Co.	549	9 –	7 „ „	7 August	8 1	39,687 6 –
Nelson	W. Nicol & Co.	1,248	10 –	13 „ „	4 September	8 23	1,09,099 6 –
Napier	Ritchie, Steuart & Co.	1,424	10 –	25 „ „	8 „	8 15	1,20,810 5 –
Norman	Cursetjee Muncherjee	254	13 –	4 Jan. 1868	13 May	4 10	14,273 3 –
Nadesda	Bomanjee and Ardaseer Hormusjee.	526	13 –	25 Feb. „	11 July	4 22	32,366 9 –
Oriflamme	Ritchie, Steuart & Co.	1,369	10 8	1 Nov. 1867	25 March	4 25	69,090 5 –
Octavia	W. Nicol & Co.	950	9 –	20 „ „	4 September	9 16	81,362 14 –
Oliver Cromwell	Rennie, Scovell & Co.	1,112	9 8	7 Dec. „	29 August	8 23	92,349 13 –
Orwell	W. Nicol & Co.	1,109·35	14 –	7 Mar. 1868	14 „	5 8	81,662 6 –
Pecforton Castle	Coupland & Co.	1,088·57	8 –	4 Oct. 1867	2 May	6 29	60,669 10 –
Philosopher	Rennie, Scovell & Co.	1,059	11 –	13 Nov. „	3 „	5 21	66,399 5 –
Percy Douglas	W. Nicol & Co.	781	9 –	14 „ „	20 „	6 7	43,761 3 –
Peerless	Lawrence & Co.	1,005	10 –	7 Dec. „	1 September	8 26	88,829 1 –
Phœnix	Ritchie, Steuart & Co.	574	10 8	27 „ „	11 May	4 15	27,121 8 –
Pride of the Ganges	Fleming & Co.	641	10 –	20 Nov. „	22 August	9 3	58,310 5 –
Pearl of India	Joseph Osborn, Master	1,328	10 12	2 Jan. 1868	25 „	7 24	1,10,984 6 –
Premchund Roychund	Ritchie, Steuart & Co.	1,257	14 –	20 „ „	3 July	5 14	96,202 6 –
Pegasus	C. Ginger Herring and W. Gilbert.	1,182·59	14 –	6 Mar. „	10 August	5 5	85,451 10 –
Preston	Lyon Brothers	955·65	13 –	2 „ „	7 August	5 6	64,521 12 –
Queen of Australia	London, Asiatic, and American Company, (Limited).	1,238	10 8	19 Sept. 1867	30 July	10 12	1,35,021 14 –
Queensland	N. J. Abraham	950·87	13 –	30 Jan. 1868	6 August	6 8	77,357 14 –

* *See* Note on page 9.

List of Ships Chartered at *Bombay* for, and Employed in Connection with, the Abyssinian Expedition—*continued.*

NAME of SHIP.	AGENTS.	Tonnage.	Rate per Ton.	Date when Employed.	Date of Discharge from Government Transport Service.	Total Time Employed.	Gross Sum Expended
		Tons.	*Rs. a.*		1868:	*Mths. Days.*	*Rs. a. p.*
Royal Saxon	Lawrence & Co.	1,109	9 8	13 Nov. 1867	17 August	9 5	96,518 12 –
Rowena	London, Asiatic and American Company (Limited).	1,174	10 –	12 Dec. „	7 „	7 27	92,405 3 –
Royal Edward	Lawrence & Co.	1,508	10 12	27 „ „	19 „	7 24	1,26,027 7 –
Royal Standard	ditto	2,082·97	11 –	31 „ „	3 „	7 4	1,63,345 2 –
Rahamany	Hajee M. Seedick	809	11 –	1 Feb. 1868	5 „	6 5	54,829 5 –
Red Jacket	Rennie, Scovell & Co.	2,035·17	13 8	6 Mar. „	7 „	5 2	1,39,146 9 –
Regina	Ruttonjee Eduljee	800	14 –	9 „ „	27 July	4 19	51,664 8 –
Star of the North	John Clover & Co.	935·02	9 8	19 Sept. 1867	7 August	10 20	94,555 10 –
Star of Brunswick	Volkart Brothers & Co.	1,636	11 –	20 Dec. „	4 „	7 16	1,35,260 4 –
Star of India	Ewart Latham & Co.	1,045	9 –	21 Oct. „	20 July	9 0	84,645 – –
Sam Cearns	Lawrence & Co.	1,422	9 8	3 Nov. „	3 „	8 1	1,08,507 12 –
Sophia Joakim	W. Nicol & Co.	1,000	11 –	9 „ „	13 August	9 5	1,00,774 3 –
Scotland	ditto	1,170	10 –	13 „ „	19 „	9 7	1,07,941 15 –
Sir Hugh Rose	Hadjee Meerza Suffee Meeskee	971	8 4	18 „ „	1 July	7 14	59,813 10 –
Sidney Dacres	Edward Bates & Co.	1,379	9 –	20 „ „	12 August	8 24	1,08,896 8 –
Shah Jehan	Hadjee Abdool Noor Mahomed	698	9 –	12 Dec. 1867	29 May	5 18	35,057 10 –
Spray of the Ocean	Fleming & Co., Kurrachee	805	10 –	5 „ „	20 July	7 16	60,504 13 –
Stag	W. Nicol & Co.	523	13 –	23 Jan. 1868	11 August	6 20	45,180 7 –
Scimitar	Ritchie, Steuart & Co.	1,187	14 –	29 „ „	11 July	5 14	90,845 1 –
Sunbeam	Dossabhoy Merwanjee	693	13 8	18 Feb. „	8 August	5 22	53,416 14 –
St. Bernard	Ruttonjee Eduljee	933·93	14 –	3 Mar. „	13 „	5 11	69,962 4 –
Star of the North	Blay & Mackintosh	662	13 8	3 „ „	11 „	5 9	47,279 10 –
Tanjore	Dossabhoy Merwanjee Sons & Co.	989·29	8 –	4 Oct. 1867	25 April	6 22	53,289 11 –
Teazer	Hadjee Joseph Noor Mahomed	363	12 –	21 Jan. 1868	7 July	5 19	24,538 13 –
Trafalgar	W. Nicol & Co.	1,102	14 –	11 Feb. „	13 June	4 2	62,740 9 –
Ditto					29 July	1 17	18,769 9 –
Tim Wiffler	Merwanjee Nusserwanjee	1,132·69	13 –	8 „ 1868	21 August	6 14	94,999 13 –
Tirrell	Elmstone & Co.	1,013·51	12 –	8 „ „	21 „	6 14	78,465 5 –
Ticonderoga	Hajee M. Seedick	1,300	13 8	29 „ „	29 „	6 1	1,05,866 2 –
Talisman	G. Whiteway	1,026	10 –	1 April „	18 July	3 18	36,737 7 –
Vanda	W. Nicol & Co.	1,141	7 8	11 Oct. 1867	31 August	10 21	91,372 – –
Victoria Cross	Coupland & Co.	1,262	11 –	19 Nov. „	5 „	8 18	1,19,116 8 –
Venelia	Volkart Brothers		13 –	25 Mar. 1868	25 July	4 1	33,866 10 –
Western Empire	W. Nicol & Co.	1,245	13 –	13 Feb. „	10 August	5 29	96,065 13 –
Western Star	Hajee M. Seedick	891	9 –	17 Dec. 1867	9 July	6 23	54,261 14 –
Waterloo	Stenhouse & Co.	1,222	14 –	7 Jan. 1868	21 August	7 15	1,28,034 1 –
Windsor Castle	Ritchie, Steuart & Co.	1,074·5	14 –	4 „ „	Proceeded to England with invalids 10 March	2 0	30,089 8 –
Welcome	Hussonbhoy Goolam Hoosain	281	12 –	12 Feb. „	12 March	1 1	3,48012 –
Wideawake	Shaik M. bin Abdool Latiff	702	13 –	4 Mar. „	4 August	5 1	45,924 6 –
Yorick	H. Bomonjee Touche & Co.	1,402	7 8	11 Oct. 1867	21 „	10 11	1,08,881 2 –
Zenobia	London, Asiatic and American Co. (Limited).	1,160·84	9 8	2 Nov. „	27 „ „	9 26	88,224 – – *20,277 5 –
Zoroaster	Ritchie, Steuart & Co.	1,207	10 –	1 „ „	29 July	8 29	1,07,851 5 –
Zulette	J. A. Shephard	768	9 –	6 Oct. „	28 August	10 23	74,248 4 –

* *Note.*—The sums shown in *italics* in the last column have not yet been paid, pending the production of certificates of efficient service.

G. F. Robinson, Commander, I.N.,
Superintendent of Marine.

LIST of TRANSPORT BUGLAS (Native Craft) employed for the ABYSSINIAN EXPEDITION during 1867–68.

No.	NAMES.	Tonnage.	When and where Employment began.	When and where Employment ended.	How Fitted, or what Stores Carried.	Gross Sum Expended.
			Bombay—			
1	Futteh Ruymon	196	25 November 1867	Discharged at Zoulla; dates not known.	Bullocks - 28 Followers - 28	7,252 – –
2	Kalliau Pursad	134¼	25 „ „		Mules - 28 Bullocks Followers - 28	4,967 4 –
3	Abtool Currim	219¼	26 „ „		Mules - Bullocks - 40 Followers - 40	8,112 4 –
4	Lysur	125	26 „ „		Mules - Bullocks - 24 Followers - 24	4,625 –
5	Moobaruckin	92	26 „ „		Mules - Bullocks - 21 Followers - 21	3,404 – –
6	Gumna	110	26 „ „		Mules - Bullocks - 23 Followers - 23	4,070 – –
7	Sahala	218 40/100	27 „ „		Mules - Bullocks - 34 Followers - 34	8,080 12 9
8	Nassree	180¼	27 „ „		Mules - Bullocks - 24 Followers - 24	6,669 4 –
9	Lagseer	116	29 „ „		Mules - 22 Bullocks - 22 Followers - 11	4,292 – –
10	Futhool Khan	145½	29 „ „		Mules - 26 Bullocks - 26 Followers - 13	5,383 8 –
11	Salmin	295	2 December „		Mules - 35 Bullocks - 35 Followers - 18	10,915 – –
12	Futtay Rhamon	120¼	4 „ „		Bullocks - 23 Followers - 11	4,821 10 2
13	Sunnuth	125½	4 „ „		Bullocks - 20 Followers - 10	5,022 1 11
14	Mussaffa	300½	9 „ „		Bullocks - 40 Followers - 20	11,738 14 2
15	Atib Rayman	159¼	11 „ „		Bullocks - 25 Followers - 12	6,138 13 3
16	Futtay Kurreem	198¾	11 „ „		Bullocks - 22 Followers - 11	6,505 – 7
17	Mahamoodee	309	11 „ „		Bullocks - 36 Followers - 18	11,911 7 2
18	Gunga Pallaky	205¾	14 „ „		Bullocks - 48 Followers - 24	8,143 11 5
19	Catteza Futhel Khair	120	14 „ „		Mules - 26 Followers - 13	4,749 10 10
20	Gunga Padruth	101¼	14 „ „		Mules - 20 Followers - 10	4,007 8 7
21	Furra	149½	14 „ „		Bullocks - 30 Followers - 15	5,917 4 10
22	Futhel Burry	293¼	14 „ „		Bullocks - 35 Followers - 17	11,607 – 4
23	Salmin	149¼	17 „ „		Bullocks - 23 Followers - 11	5,830 6 –
24	Futhay Rahimon	140½	17 „ „		Mules - 25 Followers - 12	5,488 9 –
25	Munsooree	219	17 „ „		Mules - 35 Followers - 17	8,555 2 –
26	Futhel Khair	93¼	17 „ „		Mules - 23 Followers - 11	3,642 12 3
27	Sayah	95¾	17 „ „		Mules - 27 Followers - 14	3,740 6 10
28	Mahamoodz	116¾	21 „ „		Mules - 21 Followers - 10	4,651 2 8
29	Moombarucken	347	21 „ „		Mules - 36 Followers - 18	13,824 – 6
30	Futtay Sallam	100½	21 „ „		Mules - 20 Followers - 10	4,003 12 7
31	Hammadee	126¾	21 „ „		Mules - 30 Followers - 15	5,049 8 10
32	Gunga Hurrzpursad	108 7/100	21 „ „		Mules - 26 Followers - 13	4,302 9 3

No.	NAMES.	Tonnage.	When and where Employment began.	When and where Employment ended.	How Fitted, or what Stores Carried.	Gross Sum Expended.
			Bombay—			
33	Moobarakee	198	26 December 1867	Discharged at Zoulla; dates not known.	Mules - 44 Followers - 22	7,888 1 –
34	Mahamoodee	513	26 „ „		Mules - 69 Followers - 34	20,437 4 1
35	Nasree	313	26 „ „		Mules - 46 Followers - 23	12,469 8 3
36	Futhel Currim	315	26 „ „		Mules - 42 Followers - 21	12,549 3 1
37	Gunga Luckmeepursad	141	27 „ „		Mules - 35 Followers - 18	5,580 13 11
38	Putteya Luckmeepursad	88	27 „ „		Mules - 28 Followers - 14	3,483 1 6
39	Gunga Dowlugpursad	82¾	27 „ „		Mules - 28 Followers - 14	3,318 – 1
40	Futtay Currim	146¾	27 „ „		Mules - 33 Followers - 16	5,884 3 2
41	Gunga Borsinger	96¾	27 „ „		Mules - 30 Followers - 15	3,879 5 9
42	Gunga Futtay Rahmion	136¼	27 „ „		Grass	4,087 8 –
43	Futhel Currim	122½	27 „ „		Mules - 30 Followers - 15	4,911 13 8
44	Futhel Khaire	112¼	27 „ „		Mules - 34 Followers - 17	4,500 13 9
45	Futtel Khare	153¾	- - -		Hay	6,723 – –
46	Fathel Khare	219¼	- - -		Hay	9,477 – –
47	Joodel Reman	112½	- - -		Hay	4,522 8 –
48	Gunga Cullianpursad	137¼	- - -		Hay	6,075 – –
49	Gunga Weerusal	104¼	- - -		Hay	4,725 – –
50	Futhel Khare	117½	- - -		Hay	5,940 – –
51	Futtel Rhamion	391¼	- - -		Hay	17,460 – –
52	Sallamutty	164	- - -		Hay	8,100 – –
53	Gunga Dowlugpursad	108¾	- - -		Hay	6,165 – –
54	Futtay Currim	112	- - -		Hay	5,404 8 –
55	Coltea Jairainpursad	112½	- - -		Hay	5,175 – –
56	Sullamuttee	174	- - -		Hay	8,550 – –
57	Futhel Khaire	83¾	- - -		Hay	3,870 – –
58	Mussaffa	479¼	- - -		Hay	24,277 8 –
59	Fuzel Currem	226¾	- - -		Hay	13,140 – –
60	Sad	335¾	- - -		Hay	16,114 8 –
61	Gunga Narrompassa	109½	- - -		Hay	6,651 – –
62	Munsoory	412½	- - -		Hay	22,549 8 –
63	Futhel Khab	156¾	- - -		Hay	7,650 – –
64	Alict Rhaman	170½	- - -		Hay	7,825 8 –
65	Futhel Khair	136¼	- - -		Hay	7,425 – –
66	Allooye	355	- - -		Hay	16,821 – –
67	Mootsale	195	- - -		Hay	11,097 – –
68	Sad	143½	- - -		Hay	8,212 8 –
69	Jabra	757½	- - -		Hay	38,263 8 –

James R. Brebner,
Officiating Agent for Transports.

G. Simpson, Captain,
Executive Commissariat Officer.

VESSELS TENDERED, BUT NOT ACCEPTED.

No.	NAMES OF STEAMERS AND SAILING VESSELS.	Name of Owner or Agent.	Tonnage.	Rate of Freight per Ton.	REMARKS; showing Material of which Built, and Date of Tender.
	STEAMERS:				
1	China	Peninsular & Oriental Company	2,010	Contract rate	Iron. September 1867.
2	Gunga	Stearns, Hobart & Co.	1,201	25 – –	Iron. 18 May 1868.
	SAILING VESSELS.				
	SHIPPING:				
1	Governor General	Finlay, Scott & Co.	1,165·93	10 – –	Wooden. 4 September 1867.
2	Sir R. J. McDonald	Ewart Latham & Co.	613	10 – –	Wooden. 17 September 1867.
3	Ella	Mr. Hanson, Master	887	9 – –	Ditto - - ditto.
4	Whitehall	Blackwell & Co.	936	9 8 –	Ditto - - ditto.
5	Wabojeeg	Ewart Latham & Co.	1,482	12 – –	Ditto - - ditto.
6	Haddington	Peninsular & Oriental Company	1,460	11 4 –	Iron. 17 September 1867.
7	Suez	Hajee Mohamed Seedeek	421	9 – –	Wooden. 17 September 1867.
8	British Statesman	Ritchie Steuart	1,262	11 – –	Iron. 17 September 1867.
9	Nova Græme	Edward Bates & Co.	1,161	10 – –	Ditto - - ditto.
10	Wressel Castle	Nauabhoy Sorabjee	315	11 – –	Wooden. 17 September 1867.
11	Blandina Dudley	Blay & Macintosh	929	14 – –	Wooden. 21 September 1867.
12	Alabahama	Wallace & Co.	949	7 8 –	Wooden. 8 October 1867.
13	Bræmar	Framjee Sands	838	9 – –	Wooden. 29 October 1867.
14	Ket Swanton	Shaik Bullen Allanjee	535	8 – –	Wooden. 30 October 1867.
15	Sydney Eggers	Edward Bates & Co.	877	9 8 –	Iron. 30 October 1867.
16	Royal Family	Rennie Scovell	1,199	11 – –	Wooden. 9 November 1867.
17	Futta Sultan	Hajee Noor Mohamed	310	9 4 –	Wooden. 15 November 1867.
18	Pungundee	Country trading vessels; property of Native owners	1,160	9 – –	Particulars not known.
19	Silminuard		799	10 – –	
20	Andromeda		974	11 – –	
21	Elvira	- - - - -	380	10 8 –	Wooden. 23 November 1867.
22	British Peer	Ritchie Steuart	- -	Particulars not shown on Tender.	

G. F. Robinson, Commander I. N.,
Superintendent of Marine.

LIST of TRANSPORTS engaged at *Calcutta*.

From Captain *H. Howe*, Officiating Master Attendant, to the Officiating Secretary to the Government of India, Military Department—(No. 3749C, dated Fort William, 21st July 1869.)

IN compliance with the instructions conveyed in your No. 14, dated the 1st instant, to furnish returns of the transports taken up at Calcutta for the Abyssinian Expedition, I have the honour to submit the two statements, marked (A.) and (B.), which have been prepared in the prescribed form.

2. I also submit a separate statement, marked (C.), showing the original rates at which the ships which were accepted, tendered in reply to the advertisement issued by this department on the 8th October 1867.

3. In this advertisement it was stipulated that the vessels were to be engaged for a period, from date of departure, of three months certain, with the option to Government of retaining their services longer.

4. On the 15th October 1867, when the tenders were opened, they were found to be at very high rates on account of this restriction, added to the high rates of freight then prevailing, and, in consequence, the sanction of Government was applied for to take the ships up for six months certain, which, on being accorded, amended rates were obtained, as shown in Statement (A.).

5. It will be observed in Statement (C.) that, many days after the receipt of the tenders opened on the 15th October at the high rates indicated, the "Nile" was tendered at a much higher rate, but was rejected.

6. It may be added that the ships taken up at Calcutta were of the first class, and that by making the ships find the fittings a very great saving to Government was effected.

From Captain *H. Howe*, Officiating Master Attendant, to the Secretary to the Government of India, Military (Marine) Department.—(No. 6217, dated Fort William, 6th December 1869.)

WITH reference to this office letter (No. 3749C), dated 21st July 1869, I have the honour to bring to your notice that in Statement (A.), forwarded with the above letter, the net tonnage of the steamer "Oriental" is put down at 1,006 tons, instead of her gross tonnage, which is 1,485 tons; as the vessel was taken up at a lump sum, a misapprehension will prevail if that sum is divided by the net tonnage, instead of by the gross.

2. In the printed Form (C.), the steamer "Alexandra" is stated as having been offered for 1,000 rupees per mensem; this is a misprint, and should be 10,000 rupees.

(A.)

LIST of STEAMERS and SAILING VESSELS taken up for the ABYSSINIAN EXPEDITION at *Calcutta*.

NAME.	Name of Owner or Agents.	Tonnage.	Rate of Freight per Ton.	Where and when Employment began.	Where and when Employment ended.	Total Time Employed.	Gross Sum Expended.	REMARKS.
STEAMERS:			*Rs. a. p.*			*Ms. Ds.*	*Rs. a. p.*	
Punjaub - - -	Messrs. McKinnon, McKenzie & Co. -	1,029 54/100	27 8 – per ton -	26 Sept. 1867	1 August 1868 Bombay -	10 7	2,89,511 10 –	Taken up at request of Bombay authorities, loaded with Commissariat stores.
Himalaya - - -	Ditto - - - ditto - - -	1,341	27 8 – „ -	20 October „	3 Sept. „ Calcutta -	10 15	3,86,737 14 6	Government finding coal; ship finding fittings, water-tanks, &c.
Oriental - - -	Ditto - - - ditto - - -	1,485	38,000 – – per month -	11 Nov. „	14 August „ „	9 4	3,46,903 3 6	Ditto - - - ditto.
Alexandra - Tug	Messrs. Borradaile, Schiller & Co. -	363	12,000 – – „ -	17 „ „	5 „ „ „	8 20	1,03,741 14 11	Government finding coal.
Golconda - - -	Peninsular and Oriental S. N. Company	1,909	27 8 – per ton -	18 „ „	14 March „ „	3 26	2,02,924 2 4	Government finding coal; ship finding fittings, water-tanks, &c.
Bombay - - Tug	Messrs. Apcar & Co. - - - -	423	13,500 – – per month for the first three months, 13,000 for the next three months.	24 „ „	23 August „ „	9 0	1,18,500 – –	Government finding coal.
Electric - „	Ditto - - - ditto - - -	393	13,500 – – per month for the first three months, 13,000 for the next three months.	1 December „	31 „ „ „	9 0	1,18,500 – –	Ditto - - - ditto
Challenge - „	Messrs. Gladstone, Wyllie & Co. -	468	13,500 – – per month -	1 „ „	19 „ „ „	8 19	1,16,274 3 1	Ditto - - - ditto.
Court Hey - „	Ditto - - - ditto - - -	488	13,500 – – „ -	1 „ „	21 July „ „	7 21	1,03,645 2 6	Ditto - - - ditto.
Hunsdon - „	Ditto - - - ditto - - -	488	13,500 – – „ -	1 „ „	21 „ „ „	7 21	1,03,645 2 6	Ditto - - - ditto.
Mauritius - „	Messrs. Borradaile, Schiller & Co. -	423	12,000 – – „ -	4 „ „	21 November „ „	11 18	1,39,200 – –	Ditto - - - ditto.
Catherine Apcar -	„ Apcar & Co. - - - - -	1,020	25 – – per ton -	16 „ „	15 September „ „	9 0	2,29,500 – –	Government finding coal; ship finding fittings, water-tanks, &c.
Defiance - Tug	„ Gladstone, Wyllie & Co. -	408	13,500 – – per month -	17 „ „	4 August „ „	7 19	1,02,774 3 1	Government finding coal.
Bengal - - -	Peninsular and Oriental S. N. Company	2,185	27 8 – per ton -	23 „ „	9 July „ „	6 17	3,93,993 1 5	Government finding coal; ship finding fittings, water-tanks, &c.
Paris - - Tug	Messrs. Borradaile, Schiller & Co. -	423	12,000 – – per month -	25 „ „	27 November „ „	11 3	1,33,200 – –	Government finding coal.
T. A. Gibb - -	„ Apcar & Co. - - - - -	1,023	25 – – per ton -	1 January 1868	15 July „ „	6 15	1,66,237 8 –	Government finding coal; ship finding fittings, water-tanks, &c.
Far East - -	„ Gillanders, Arbuthnot & Co. -	1,259	30 – – „ -	10 „ „	5 October „ „	8 26	3,34,690 14 10	Ditto - - - ditto.
Tynemouth - -	„ Wiseman, Snead & Co. - -	1,409	20 – – „ -	25 „ „	22 July „ „	5 28	1,66,534 11 4	Ditto - - - ditto.
Dacca - - -	„ McKinnon, McKenzie & Co. -	1,659	27 8 – „ -	26 May „	6 „ „ „	1 11	63,282 13 –	Ditto - - - ditto.

SAILING VESSELS:

Atalanta	Capt. J. G. Ballingale	930	13	8	– per ton	17 October 1867	7 August 1868	Bombay	9	22	1,21,905 – –	Taken up for stores only. No fittings.
Ophir	Messrs. Robert & Charriol	847½	12	–	„	1 Nov. „	8 „ „	Calcutta	9	8	94,154 3 1	Taken up for stores originally. Subsequently coolies and mules were sent, and Government found fittings, &c.
Continental	„ Atkinson, Tilton & Co.	1,464	17	–	„	11 „ „	27 „ „	„	9	17	2,37,640 4 1	As a special case, to secure this ship, which was much desired by the Transport Committee as a horse ship, the Government fitted the horses and mules stalls, ship finding water-tanks, &c.
Malabar	„ Gillanders, Arbuthnot & Co.	1,219	17	–	„	13 „ „	20 „ „	„	9	8	1,91,854 13 9	Ship finding fittings, water-tanks, &c.
Howrah	„ Gladstone, Wyllie & Co.	1,097	17	–	„	13 „ „	28 „ „	„	9	16	1,77,628 1 –	Ditto - - - ditto.
India	„ Ditto	912	14	–	„	14 „ „	22 July „	„	8	9	1,05,850 13 5	Ditto - - - ditto.
Queen of India	„ Turner, Morrison & Co.	1,044	16	–	„	21 „ „	9 „ „	„	7	19	1,27,926 3 1	Ditto - - - ditto.
Durham	„ Gladstone, Wyllie & Co.	1,286	17	–	„	22 „ „	31 August „	„	9	10	2,03,840 4 1	Ditto - - - ditto.
Callierhoe	„ Gillanders, Arbuthnot & Co.	1,257	13	–	„	3 December „	26 „ „	„	8	24	1,43,379 1 6	Ditto - - - ditto.
Vernon	„ Turner, Morrison & Co.	1,319	17	–	„	7 „ „	3 Sept. „	„	8	28	1,99,709 5 9	Ditto - - - ditto.
Ellen Stewart	„ Gladstone, Wyllie & Co.	1,643	16	–	„	9 „ „	1 August „	„	7	24	2,04,368 – –	Ditto - - - ditto.
Middlesex	„ John Elliott & Co.	1,191	15	–	„	12 „ „	15 „ „	„	8	4	1,45,225 2 6	Ditto - - - ditto.
Winchester	„ Schoene, Kilburn & Co.	1,157	15	–	„	14 „ „	17 „ „	„	8	4	1,41,079 5 8	Ditto - - - ditto.
Squando	„ Ernsthausen & Oesterley	1,220	17	–	„	14 „ „	25 „ „	„	8	12	1,73,948 6 2	Ditto - - - ditto.
Nile	„ Colvin, Cowie & Co.	1,126	15	–	„	14 „ „	13 „ „	„	8	0	1,35,120 – –	Ditto - - - ditto.
Dallam Tower	„ Turner, Morrison & Co.	1,499	17	–	„	16 „ „	27 „ „	„	8	12	2,13,728 6 –	Ditto - - - ditto.
Waterwitch	Mr. W. S. Millard	1,046	14	–	„	17 „ „	20 July „	„	7	4	1,04,397 8 9	Ditto - - - ditto.
Legion of Honor	Messrs. Turner, Morrison & Co.	1,219	17	–	„	17 „ „	1 August „	„	7	16	1,55,088 4 1	Ditto - - - ditto.
Underly	Ditto - - - ditto	1,292	17	–	„	20 „ „	20 „ „	„	8	1	1,76,420 8 3	Ditto - - - ditto.
Alabama	Mr. W. S. Millard	949	14	–	„	20 „ „	12 „ „	„	7	24	1,13,731 – 2	Ditto - - - ditto.
Challenge	Messrs. McKinnon, McKenzie & Co.	1,264	14	–	„	24 „ „	26 June „	„	6	3	1,07,945 9 6	Ditto - - - ditto.
St. Albans	„ Whitney Brothers & Co.	1,265	14	–	„	2 January 1868	15 August „	„	7	14	1,49,678 1 –	Ditto - - - ditto.
Surrey	„ John Elliott & Co.	1,089	15	–	„	26 Feb. „	10 „ „	„	5	16	90,105 15 5	Ditto - - - ditto.
Marlborough	„ Borradaile, Schiller & Co.	1,402	15	–	„	29 „ „	11 Sept. „	„	6	14	1,35,926 2 6	Despatched with Commissariat stores.
								TOTAL - - - *Rs.*			72,70,417 – 9	

Fort William, Master Attendant's Office,
21st July 1869.

(signed) *H. Howe*, Captain,
Officiating Master Attendant.

(B.)

VESSELS Tendered at *Calcutta* for the ABYSSINIAN EXPEDITION, but NOT ACCEPTED.

NAME.	Date of Tender.	Name of Owner or Agents.	Tonnage.	Rate of Freight per Ton.	REMARKS.
STEAMERS:					
Mary Grant	12 October 1867	Messrs. Borradaile, Schiller & Co.	2,059	6,000 rupees per month	Too small.
Armenian	14 „ „	„ Apcar & Co.	944	18 rupees per ton per month	Rejected by the Transport Committee.
Far East	19 November „	„ Gillanders, Arbuthnot & Co.	1,259	30 rupees ditto - ditto	Rejected, because not in port. Subsequently taken.
Young Haian	3 December „	„ Gisborne & Co.	1,054	30,000 rupees per month	Rejected by the Transport Committee.
SAILING VESSELS:					
Mary and Emma	14 October 1867	Captain W. S. Millard	500	7,000 rupees per month	Too small.
Hamoozee	14 „ „	Shaik Allee Soomer Jaffer	734	*Rs.* 13–8. per ton per month	Too small for animals.
Arabia	15 „ „	Messrs. Hajee, Jakariah, Mahomed & Co.	820	*Rs.* 14–8. - ditto	Rejected by the Transport Committee.
Glen Isla	15 „ „	Hajee Ishun Bux	1,069	Ditto - ditto	Ditto - - ditto.
Teazer	15 „ „	Hajee Joosuph Noor Mahomed	363	17 rupees for three months and 11 rupees for six months, per ton	Too small.
Busheer Merchant	15 „ „	Hajee Abdool Sukkur Caddoo	534	16 rupees per ton per month	Ditto.
Nassree barque	15 „ „	Hajee Hossein Hirjee Ayely	366	14 rupees - ditto	Ditto.
Shelomith	15 „ „	Captain W. S. Millard	814	10 rupees - ditto	Not in port.
Calliope	15 „ „	Captain G. W. Simmons	688	*Rs.* 15–8. - ditto	Rejected by the Transport Committee; too low for animals.
Genie	15 „ „	Messrs. Gladstone, Wyllie & Co.	974	16 rupees - ditto	Rejected by the Transport Committee.
Henry Handley	15 „ „	„ Apcar & Co.	1,181	13 rupees - ditto	Not in port.
Early Morn	15 „ „	Ditto - ditto	1,087	Ditto - ditto	Ditto.
Futteh Shah Allum	15 „ „	Hajee Joosuph Noor Mahomed	819	18 rupees per ton per month for three months; 12 rupees per ton for six months.	This vessel was accepted for 12 rupees per month, but afterwards rejected, because she could not fulfil her engagement.
Blenheim	15 „ „	Messrs. Ernsthausen & Oesterley	1,314	25 rupees per ton per month	Not in port.
Alnwick Castle	15 „ „	„ Wattenback, Heilgers & Co.	1,087	If engaged for three months, 20 rupees; four months, *R.* 19–8.; five months, *Rs.* 16–4.; and six months, 15 rupees.	Ditto.
Iskendar Shaw	17 „ „	Mr. D. J. Ezra	777	15 rupees per ton per month	Ditto.
Amaranth	17 „ „	Messrs. Gladstone, Wyllie & Co.	1,199	16 rupees - ditto	Ditto.
Queen of England	18 „ „	Ditto - ditto	876	Ditto - ditto	Rejected by the Transport Committee.
John U. Cushing	18 „ „	Messrs. Atkinson, Tilton & Co.	1,050	*Rs.* 19–8. - ditto	Declined; not required.
Marian	18 „ „	Messrs. Turner, Morrison & Co.	1,151	19 rupees - ditto	Ditto - ditto.
Knight Errant	19 „ „	„ Borradaile, Schiller & Co.	1,312	*Rs.* 19–8. - ditto	Not in port.
Queensland	21 „ „	„ Apcar & Co.	950	13 rupees for stores, and 15 rupees for conveyance of animals	Rejected by the Transport Committee.
Empress of India	22 „ „	Mr. W. S. Millard	589	15 rupees per ton per month	Too small.
Berhampore	28 „ „	Messrs. M'Kinnon, M'Kenzie & Co.	1,061	Ditto - ditto	Tendered on 28th October, in reply to advertisement calling for tenders to be opened on 15th idem; rejected; not required.

Lord Clyde	1 November 1867	Messrs. Watson, Green & Hart	1,010	15 rupees per ton per month	Not in port.
Hornet	6 „ „	„ Schoene, Kilburn & Co.	1,155	14 rupees - ditto	Ditto.
St. Manoch	7 „ „	„ Gladstone, Wyllie & Co.	1,257	Ditto - ditto	Ditto.
Edmond Graham	7 „ „	„ Ditto - ditto	927	Ditto - ditto	Ditto.
Ditto	19 „ „	„ Ditto - ditto	927	Ditto - ditto	Ditto.
Indus	7 „ „	„ Ditto - ditto	963	Ditto - ditto	Ditto.
Ditto	19 „ „	„ Ditto - ditto	963	Ditto - ditto	Ditto.
Mary Ann	8 „ „	„ Apcar & Co.	664	13 rupees - ditto	Rejected by the Transport Committee.
King Arthur	14 „ „	„ Pickford, Mathewson & Co.	1,224	Ditto - ditto	Tendered to be ready five weeks after date fixed for despatch of transport.
Michael Angelo	14 „ „	„ Graham & Co.	1,174	15 rupees - ditto	Tender too late.
Ditto	19 „ „	„ Ditto	1,174	Ditto - ditto	Ditto.
Ganges	15 „ „	„ Gladstone, Wyllie & Co.	1,185	14 rupees - ditto	Too late.
St. Bernard	19 „ „	Mr. A. M'Donald Master	933	13 rupees - ditto	In dock, undergoing extensive repairs; too late.
John Stuart	19 „ „	Mr. Aboo Baker Poker	1,650	10 rupees - ditto	Too late; not required at time of tender; ship already engaged in October.
Childwall Abbey	19 „ „	Messrs. Watson, Green & Hart	1,227	Ditto - ditto	Ditto - - ditto.
Jamsetjee Cursetjee Bottlebhoy.	19 „ „	„ Gillanders, Arbuthnot & Co.	1,258	11 rupees, Government finding all fittings, &c. / 13 rupees, Ship - ditto - ditto	Ditto - - ditto.
Astracan	19 „ „	„ Pickford, Mathewson & Co.	1,041	13 rupees per ton per month	Ditto - - ditto.
Queen of Beauty	19 „ „	„ Gillanders, Arbuthnot & Co.	1,235	11 rupees, Government finding all fittings, &c. / 13 rupees, Ship - ditto - ditto	Ditto - - ditto.
Timoor Shaw	19 „ „	Syed Luday	1,407	12 rupees per ton per month	Ditto - - ditto.
Adamant	19 „ „	Messrs. Gladstone, Wyllie & Co.	815	14 rupees - ditto	Ditto - - ditto.
Ganges	19 „ „	„ Ditto - ditto	1,185	Ditto - ditto	Ditto - - ditto.
Bombay	19 „ „	„ Ditto - ditto	937	Ditto - ditto	Ditto - - ditto.
Talisman	19 „ „	„ Turner, Morrison & Co.	1,199	16 rupees - ditto	Ditto - - ditto.
Rinaldo	19 „ „	„ Ditto - ditto	1,080	14 rupees - ditto	Ditto - - ditto.
Sirius	20 „ „	„ Ernsthausen & Oesterley	924	Ditto - ditto	Ditto - - ditto.
Aliquis	21 „ „	„ Schoene, Kilburn & Co.	1,150	Ditto - ditto	Ditto - - ditto.
Toftcombs	29 „ „	„ Peel, Ross & Co.	673	13 rupees - ditto	Ditto - - ditto.
Conflict	24 December „	„ Gladstone, Wyllie & Co.	1,173	16 rupees - ditto	Ditto - - ditto.
Clyde / Harkaway	24 „ „	„ Gillanders, Arbuthnot & Co.	1,151 / 899	12 rupees, Government finding fittings, &c. / 16 rupees, Ship - ditto - ditto	Ditto - - ditto.
John Lawrence	24 „ „	„ Ernsthausen & Oesterley	1,090	17 rupees per ton per month	Ditto - - ditto.
Edward Oliver	24 „ „	„ Turner, Morrison & Co.	1,166	14 rupees ditto - ditto	Ditto - - ditto.
Coda Bux	24 „ „	„ Hajee, Jackariah, Mahomed & Co.	1,287	16 rupees per ton, 1 tender hire for the voyage, 70,000 rupees	Ditto - - ditto.
Turkee	30 „ „		1,120	16 rupees per ton per month	Ditto - - ditto.
Botanis	30 „ „	„ Peel, Ross & Co.	1,160	14 rupees - ditto	Ditto - - ditto.
Waterloo	24 January 1868	Hajee Karrah Mahomed	836	14 rupees per ton for four months	Not required when tendered.
British Lion	22 February „	Messrs. Turner, Morrison & Co.	1,162	11 rupees per ton for six months and 13 rupees for four months	Surveyed. One vessel being wanted for horses, but not passed. Other arrangements made.
Oriental barque	22 „ „	„ John Atkinson & Co.	733	15 rupees per ton per month	Not eligible for service required.
Lloyd Rayner	22 „ „	„ Turner, Morrison & Co.	1,104	13 rupees per ton for six months and 15 rupees for four months	Not required when tendered.
Bayard	22 „ „	„ Ditto - ditto	1,319	Ditto - - ditto - - ditto - -	Ditto - - ditto.
Formby	24 „ „	„ Colvin, Cowie & Co.	1,270	15 rupees per ton per month	Ditto - - ditto.
Zephyr	10 March „	„ Whitney Brothers & Co.	1,356	14 rupees - ditto	Ditto - - ditto.
Riverdale	11 „ „	„ Gladstone, Wyllie & Co.	1,490	17 rupees per ton for four months and 14 rupees for six months	Ditto - - ditto.
Evelyn	11 „ „	„ Turner, Morrison & Co.	1,179	15 rupees per ton for four months	Ditto - - ditto.
Marchioness of Londonderry.	13 „ „	„ John Elliott & Co.	809	14 rupees per ton per month	Ditto - - ditto.
Allumgheer	No date	Hajee Abdoolah Noor Mahomed	900	14 rupees per ton for troops, with fittings / *Rs.* 15-8. for horses and mules, with fittings	Ditto - - ditto.

Fort William,
Master Attendant's Office,
21st July 1869.

(signed) *H. Howe*, Captain,
Officiating Master Attendant.

(C.)

ORIGINAL TENDERS of VESSELS subsequently Revised as per Statement (A.), on receipt of Sanction of Government to take them up for Six Months instead of Three.

NAMES OF VESSELS.	Date of Tender.	Names of Owners or Agents.	Tonnage.	Rate of Freight per Ton.	REMARKS.
Alexandra - steamer	14 October 1867	Messrs. Borradaile, Schiller & Co. - - -	363	10,000 rupees per month for not less than three months. War and all other risks which would not be covered by a usual policy of insurance are to be borne by Government at a value of the steamer, 1,50,000 rupees.	
Continental - - ship	15 „ „	„ Atkinson, Tilton & Co. - - - -	1,464	20 rupees per ton per month, as she stands, and 25 rupees per ton, ship finding fittings.	
Dallam Tower - - „	15 „ „	„ Turner, Morrison & Co. - - - -	1,499	20 rupees per ton per month, Government to pay for fittings if for three months; 18 rupees per ton per month for six months.	
Underley - - „	15 „ „	„ Ditto - ditto - - - -	1,292	Ditto - - - ditto.	
Durham - - - „	15 „ „	„ Gladstone, Wyllie & Co. - - - -	1,286	*Rs.* 19–8. per ton per month for three months, vessels to find fittings.	
Howrah - - - „	15 „ „	„ Ditto - ditto - - - -	1,097	Ditto - - - ditto.	
Vernon - - - „	15 „ „	„ Turner, Morrison & Co. - - - -	1,319	20 rupees per ton per month for three months; 18 rupees for six months; Government to pay for fuel and fittings.	
Legion of Honor - „	15 „ „	„ Ditto - ditto - - - -	1,219	19 rupees per ton per month for three months; 17 rupees for six months; Government to pay for fuel and fittings.	
Middlesex - - „	15 „ „	„ John Elliott & Co. - - - - -	1,191	16 rupees per ton per month for three months, ship to find fittings - - - - - - - - - - -	Not in port.
Defiance - - steamer	15 „ „	„ Gladstone, Wyllie & Co. - - - -	408	At 15,000 rupees, for each steamer, per month for the first three months, and 12,000 rupees per month for any further period not shorter than three months; Government to supply coal, and find a dock when necessary.	
Challenge - „			468		
Court Hey - „			488		
Hunsdon - - „			488		
Electric - - „	15 „ „	„ Apcar & Co. - - - - - -	393	At 14,000 rupees each vessel per month for three months, exclusive of coal.	
Bombay - - „			423		
Atalanta - - - ship	15 „ „	„ George Henderson & Co. - - -	930	18 rupees per ton for three months, if discharged at Mussowah; 15 rupees per ton if discharged at Bombay, Madras, or Calcutta - - - - - - - - -	Already engaged for stores at *Rs.* 13–8 per ton.
Malabar - - - „	15 „ „	„ Gillanders, Arbuthnot & Co. - - -	1,219	18 rupees per ton for troops or stores; 21 rupees per ton for horses, mules, &c.; 30 rupees per ton for elephants; vessel to find fittings.	
Squando - - - „	15 „ „	„ Ernsthausen & Oesterley - - - -	1,220	*Rs.* 19–8. per ton for three months; 18 rupees per ton for six months; ship to find fittings.	
India - - - „	19 „ „	„ Gladstone, Wyllie & Co. - - - -	912	16 rupees per ton for six months.	
Callierhæ - - „	21 „ „	„ Gillanders, Arbuthnot & Co. - - -	1,257	At 17 rupees per ton for troops, horses and mules, and stores; 25 rupees for elephants; 16 rupees for stores alone for six months certain; ship to find fittings.	
Nile - - - „	28 „ „	„ Colvin, Cowie & Co. - - - - -	1,250	24 rupees per ton per month; fittings, &c., to be supplied by Government.	
Paris & Mauritius, steamers	25 „ „	„ Borradaile, Schiller & Co. - - -	423 each.	12,500 rupees per month for not less than six months; Government to supply coals, hawsers, oil, and tallow. War and other risks which would not be covered by a usual policy of insurance are to be borne by Government, at 2,00,000 rupees for each vessel.	
Winchester - - ship	30 „ „	„ Schoene, Kilburn & Co. - - - -	1,157	16 rupees per ton; Government to find fittings.	
St. Albans - - „	7 November 1867	„ Whitney Brothers & Co. - - - -	1,265	15 rupees per ton for six months; ship to find fittings.	
Far East - - steamer	19 „ „	„ Gillanders, Arbuthnot & Co. - - -	1,259	At 30 rupees per ton for six months - - - - -	Not in port.

Fort William,
Master Attendant's Office,
21st July 1869.

(signed) *H. Howe*, Captain,
Officiating Master Attendant.

ABYSSINIA.

RETURN of the Number and Tonnage of TRANSPORTS Employed in the ABYSSINIAN EXPEDITION, including those Chartered by the Council of India, distinguishing between SAILING VESSELS and STEAM SHIPS; also, showing the Tonnage of each Vessel, the Time each Vessel was Employed, and the Rate per Ton each Vessel was Paid; also, the Names, Tonnage, and Rate of Freight of all Vessels tendered for the Service; &c.

(*Mr. Gourley.*)

Ordered by The House of Commons, *to be Printed*,
23 *February* 1870.

Under 2 oz.

NAVY (BEARDS).

RETURN to an Order of the Honourable The House of Commons, dated 9 May 1870;—*for*,

"COPY of any RULE, ORDER, or STATEMENT of any Custom enforced in the ROYAL NAVY and MARINES on the wearing of BEARDS."

Admiralty, 12 May 1870.

THOS. WOLLEY,
Chief Clerk.

CUSTOM of the ROYAL NAVY and ROYAL MARINES as to wearing of BEARDS.

1. As regards the Navy.—Officers and men may wear beards *and* moustaches, but one must not be worn without the other.

2. As regards Marines.—Officers and men, whether embarked or on shore, may wear beards and moustaches, or moustaches only.

3. Uniformity of practice, as to length of hair, beard, and moustache to be obtained so far as practicable, and neatness and cleanliness to be in all cases enforced.

NAVY (BEARDS).

COPY of any RULE, ORDER, or STATEMENT of any Custom enforced in the ROYAL NAVY and MARINES on the wearing of BEARDS.

(*Sir John Trelawny.*)

Ordered, by The House of Commons, *to be Printed*,
24 *May* 1870.

NAVY (CADETS AND SUB-LIEUTENANTS).

RETURN to an Order of the Honourable The House of Commons, dated 24 March 1870;—*for*,

RETURNS "of the Number of NAVAL and NAVIGATING CADETS entered in each of the Years from 1859 to 1869, both inclusive:"

"And, of the Number of SUB-LIEUTENANTS at the end of every such Year."

Admiralty, 25 March 1870.

JOHN HENRY BRIGGS, Chief Clerk.

RETURN showing the Number of NAVAL and NAVIGATING CADETS entered in each of the Years from 1859 to 1869, both inclusive; also the Number of SUB-LIEUTENANTS and NAVIGATING SUB-LIEUTENANTS on 31st December in each Year.

YEAR.	Number of First Class or Naval Cadets Entered.	Number of Second Class or Navigating Cadets Entered.	Total Number of Cadets Entered.	Number of Mates or Sub-Lieutenants and Acting Mates, or Acting Sub-Lieutenants on List on 31st December of each Year.	Number of Second Masters or Navigating Sub-Lieutenants and Acting Second Masters, or Acting Navigating Sub-Lieutenants, on the List on 31st December of each Year.	Total Number of Mates or Sub-Lieutenants, &c., on the List on 31st December of each Year.
1859 -	237	62	299	117	76	193
1860 -	179	57	236	110	78	188
1861 -	174	65	239	122	124	246
1862 -	189	76	265	137	122	259
1863 -	171	62	233	131	123	254
1864 -	169	40	209	146	138	284
1865 -	176	10	186	206	129	335
1866 -	160	- None -	160	284	137	421
1867 -	136	39	175	256	147	403
1868 -	118	24	142	267	168	435
1869 -	92	14	106	354	166	520

NAVY (CADETS AND SUB-LIEUTENANTS).

RETURNS of the Number of Naval and Navigating Cadets entered in each of the Years from 1859 to 1869, both inclusive; and, of the Number of Sub-Lieutenants at the end of every such Year.

(*Mr. Rylands.*)

Ordered, by The House of Commons, *to be Printed,*
26 *March* 1870.

NAVY (CHANNEL AND MEDITERRANEAN SQUADRONS).

RETURN to an Order of the Honourable The House of Commons, dated 22 February 1870; *for,*

COPY "of REPORTS of the Performances of the SHIPS of the combined CHANNEL and MEDITERRANEAN SQUADRONS during the Cruise between the 23rd day of August and the 2nd day of October 1869."

Admiralty, 22 Feb. 1870.

JOHN HENRY BRIGGS, Chief Clerk.

— No. 1. —

REPORT of the CAPTAIN of the FLEET.

Sir, Admiralty, 1 November 1869.

I BEG to forward herewith the journal* kept by me, as Captain of the Fleet, during the late cruise under the Admiralty flag, which was flying on board the "Agincourt," for a period of 41 days.

* Journal and Signal Log not printed.

2. THE squadron assembled at Plymouth consisted of the following ships, viz.:—

Agincourt (Admiralty flag);	Bellerophon;
Minotaur (flag of Vice Admiral Sir Thomas Symonds);	Hercules;
Northumberland;	Monarch;
	Inconstant;

and sailed from that port for Gibraltar on the evening of 23rd August.

3. On the passage no opportunity was lost of performing such evolutions as would not materially delay the voyage; and their Lordships visited the "Monarch" and "Hercules," with the view of personally inspecting the working of their guns.

4. In the "Monarch" the guns of the after turret could not be fired, in consequence of the artificers being still at work there; but two rounds were fired simultaneously from the guns in the fore turret (two 12-inch M. L. R. 25-ton guns), with 50 lbs. charge and 10 degrees elevation; and two rounds in succession from the same guns with similar charges, single shotted, at 5 degrees elevation. The concussion was small and recoil moderate, but the smoke was very thick. The turrets seemed small for the guns, and there appeared to be a want of ventilation both in the turret and turret room, as also in the compartment below.

5. In the "Hercules" the guns in the battery (eight 10-inch M. L. R., 18 tons) were fired with battering charges from the broadside, as well as from the indented ports; the fittings seemed complete. The foremost and after guns are worked on a turn-table, which sweeps them quickly from the broadside to the indented ports. The vent pieces of one of the guns gave way, and some few of the Palliser shot (original pattern) broke up in the guns.

6. The squadron (with the exception of the "Monarch," which ship parted company on the 30th, having some slight derangement in her machinery) arrived

at Gibraltar on 31st August, and were there joined by Vice Admiral Sir A. Milne, and the ships under his orders, viz.:—

Lord Warden (Flag of Vice Admiral Sir Alexander Milne);	Pallas;
Royal Oak;	Enterprise;
Caledonia;	Cruiser; and
Prince Consort;	Psyche.

The "Monarch" arrived on the following day.

7. While at Gibraltar it was necessary to complete the ships of the Channel Squadron with coal, and 1,554 tons were taken on board, either in the mole or outer roads.

8. The combined squadron sailed from Gibraltar on 3rd September, forming a powerful force of twelve iron-clads, in line of battle, representing a tonnage of 57,146 tons, and 12,750 horse-power, and armed with rifled guns, viz.:—

4	12-inch	M. L. R.	25	tons each.
8	10-inch	„	18	„
36	9-inch	„	12	„
52	8-inch	„	9	„
128	7-inch	„	6·12	„

Also the "Enterprise" armour-plated sloop, carrying four 7-inch M. L. R. guns, and the "Psyche" dispatch vessel. The officers and crews of the squadron amounted to 8,078 persons in the whole.

9. The squadrons were at sea together 13 days, of which time two days were devoted to a trial of sailing, one at target practice, four to evolutions under steam, and three days were partly occupied in entering and quitting port. The results of the sailing trials are shown in the accompanying diagrams; and as the second trial gave the same results as the first, they may be considered decisive with respect to the ships tried.

10. The speed of the ships under steam was not tested, as they were not under the same conditions as to the state of their boilers or cleanliness of their bottoms, and it would have involved a considerable expenditure of fuel.

11. A perusal of the Journal and Signal Log will show that constant exercises took place; every opportunity was taken of practising the ships at night with Colomb's flashing signals; and the results clearly show that, with skilled signalmen, communication may be kept up freely by night as well as by day, giving an immense power to an Admiral in command of a large fleet during war or important operations, particularly during long winter nights.

12. In the evolutions with the combined squadron there were ships enough to form in three columns, affording to those present a rare opportunity of witnessing what would be a necessary formation with a large fleet in time of war.

13. On referring to the length of the ships constituting the squadron, it will be seen that they represent four *distinct* types, as regards their length, which, I may remark, is unfavourable for tactics; but as the short ships can perform with facility every movement, under steam, of which the long ships are capable, while the latter require greater space and time than the former for evolutions generally, the advantage is obviously on the side of the short ships.

[For description of ships, *see* Tabular Statement. They may be classed thus:—]

Agincourt Minotaur Northumberland	Length, 400 feet.
Hercules Monarch Inconstant Bellerophon	337 to 300 feet.
Lord Warden Prince Consort Royal Oak Caledonia	280 to 273 feet.
Pallas	225 feet.

14. The

14. The squadron arrived at Lisbon on 13th September, anchoring simultaneously, and formed in two columns of three cables, and ships in line at 1½ cable apart.

The time at this port was devoted to exercises with the boats, and the transfer of a considerable quantity of provisions and stores from the Channel to the Mediterranean Squadron, in order to save the expense of such stores being sent from England.

15. The fleet was honoured by a visit from His Majesty the King of Portugal, who inspected with much interest the flag ships of the Admiralty, Sir Alexander Milne, and Sir Thomas Symonds, as also the "Monarch."

16. The combined squadron quitted the Tagus, and performed in company one day's evolutions, being at the time in a state of preparation for battle suited to modern warfare; after which the Mediterranean Squadron, under Sir Alexander Milne, was detached to Gibraltar, the "Bellerophon" taking the place of the "Pallas," whilst the Channel Squadron proceeded northward on their road to Queenstown.

17. At the moment of the squadron's parting company, a confused swell suddenly arose, causing the ships which had hitherto not rolled at all to oscillate violently (this has since been explained by the fact of a strong gale blowing some degrees to the west). The oscillation was particularly remarked in the "Agincourt" and "Bellerophon," apparently showing that, to a certain extent, rolling is a question of the relations of the waves to a ship's own oscillations, and that even the steadiest ships are liable to occasional heavy rolling.

18. The oscillations of the ships of the Squadron which were counted from time to time on board the "Agincourt," the reports called for by signal, and the previous reports of the conduct of a large portion of the ships having been compared, the steadiness of the platforms of the several ships may be considered as fairly represented in the following Table, viz.:—

	Oscillations per minute.
Hercules Monarch Inconstant	6 to 7
Agincourt Minotaur Northumberland	8 to 9
Bellerophon	8½ to 9½
Prince Consort	11 to 12
(This ship has bilge pieces.)	
Lord Warden Royal Oak Caledonia	12 to 13
Pallas	13 to 14

The dimensions and form of the "Bellerophon" and "Lord Warden" sufficiently resemble each other to indicate that the difference in their rolling is due to the distribution of weights, and that the centre of gravity of the "Bellerophon" must be higher than in the "Lord Warden."

19. The "Pallas" was dispatched to Plymouth on 19th September, having a considerable number of invalids on board from the Mediterranean Squadron.

20. Up to this time the weather had been most favourable, but on the following day, when off Corunna, the squadron—then consisting of the

Agincourt, Minotaur, Northumberland,	Hercules, Monarch, and Inconstant,

—encountered a tolerably severe gale, which lasted for a few hours.

Their Lordships were witness to the good behaviour of the "Agincourt," "Minotaur," and "Northumberland," as they maintained their respective positions.

The "Inconstant," "Minotaur," and "Hercules" parted company; their respective captains, however, report that, during the gale, their ships behaved in

the most satisfactory manner, and that the "Monarch" and "Hercules" could have fought their guns. The captain of the latter ship adds that there is considerable difficulty in steering the ship at all times when under sail, from the large amount of weather helm she carries.

21. The "Hercules" and "Monarch" had rejoined the flags by the 21st, but an accident to the tillers of the "Inconstant" caused her to be absent until the 26th, when she was ordered to Pembroke to make good defects. The reduction of the squadron, together with the foggy weather which they experienced on their rendezvous off Cape Clear, prevented any further evolutions, and they anchored in the harbour of Queenstown on the 27th September, 35 days from the time of their quitting Plymouth, of which 29 were spent at sea and 6 in harbour.

22. The total quantity of coals consumed in the combined squadron amounted to 4,622 tons, of which 621 were burnt in evolutions. In the ships which quitted Plymouth and returned under their Lordships' orders, 3,511 tons were expended, viz.:—

Agincourt	702
Minotaur	731
Northumberland	740
Monarch	660
Inconstant	238
Hercules	440
	3,511

23. On the 28th September the ceremony of laying the foundation stone of the new dock at Haulbowline, by the Lord Lieutenant, took place; and on the evening of the 30th the

Agincourt,		Northumberland, and
Minotaur,		Hercules,

sailed for Pembroke, the "Monarch" proceeding to Portsmouth to refit; and on the 2nd October the Admiralty flag was struck in the "Agincourt," and the command transferred to Vice Admiral Sir Thomas Symonds.

24. The First Lord of the Admiralty having been present on board the "Agincourt" during the whole of the cruise, and the evolutions and other matters detailed in this Report, and in the Captain of the Fleet's Journal, having been carried out under the direction of the First Naval Lord, it will be for their Lordships to judge of the manner in which the service was performed.

I have, &c.
(signed) *George O. Willes*,
Late Commodore, 1st Class, and
Captain of the Fleet.

The Secretary of the Admiralty.

Enclosure in No. 1.

Description of the Build, &c. of the Ships of the Combined Channel and Mediterranean Squadrons on an Experimental Cruise under the Admiralty Flag.

Ships.	When, by Whom, and where Built.	Armament. Number of Guns.	Armament. Description of Guns.	Complement of Officers and Men.	Tonnage.	Length.	Beam.	Spread of Canvas, all plain Sail.	Draught of Water. Forward	Draught of Water. Aft.	Thickness of Armour Plate.	Engines. Name of Maker.	Engines. Nominal Horse Power.	Engines. Horse Power indicated on Trial.	Nature of Rudder.	Quantity of Coals that can be Stowed.
							Ft. in.	*Sq. yds.*	*Ft. in.*	*Ft. in.*	*Inches.*					*Tons.*
Agincourt	1865. Laird Brothers, Birkenhead	28	4 9-in. M. L. R. 24 7-in. „	723	6,638	400	59 5	3,597	26 1	27 3½	5½	Maudslay; old pattern	1,350	6,867	Ordinary	700
Minotaur	1863. Thames Company, Blackwall	26	4 9-in. „ 22 7-in. „	774	6,638	400	59 5	3,597	26 0	26 10	5½	Penn - ditto -	1,350	6,949	- ditto -	720
Northumberland	1866. Millwall Company, Millwall	28	4 9-in. „ 22 8-in. „ 2 7-in. „	717	6,638	400	59 5	3,597	26 2	27 9	5½	Penn - ditto -	1,350	6,621	- ditto -	764
Hercules	1868. Dockyard, Chatham	14	8 10-in. „ 2 9 in. „ 4 7-in. „	685	5,234	325	59 0½	3,209	22 11	26 6	9, 8, and 6	Penn; surface condensers and superheaters.	1,200	8,529	Balance -	640
Monarch	1868. Dockyard, Chatham	7	4 12-in. „ 3 7-in. „	523	5,099	330	57 6¼	3,078	22 4	25 6	7, 6, and 5	Humphrey & Tennant; surface condensers and superheaters.	1,100	7,842	- ditto -	600
Inconstant	1868. Dockyard, Pembroke	16	10 9-in. „ 6 7-in. „	615	4,066	337	50 3½	2,892	20 9	25 2	- nil -	Penn; surface condensers and superheaters.	1,000	7,361	- ditto -	650
Bellerophon	1865. Dockyard, Chatham	15	10 9 in. „ 5 7-in. „	585	4,246	300	56 1	2,644	22 6	26 4	6	- - ditto - -	1,000	6,521	- ditto -	620
Lord Warden	1865. Dockyard, Chatham	18	2 9-in. „ 14 8-in. „ 2 7-in. „	759	4,080	280	59 0½	2,587	23 7	27 9	4½ and 5½. 1½ skin.	Maudslay; three cylinders, surface condensers and superheaters.	1,000	6,706	Ordinary	600
Prince Consort	1862. Dockyard, Pembroke	24	4 8-in. „ 20 7-in. „	682	4,045	273	58 5	2,495	23 9	26 7	4½	Maudslay; old pattern	1,000	3,953	- ditto -	560
Royal Oak	1862. Dockyard, Chatham	24	4 8-in. „ 20 7-in. „	706	4,045	273	58 5	2,335*	23 11	25 3	4½	- - ditto - -	800	3,707	- ditto -	560
Caledonia	1862. Dockyard, Woolwich	24	4 8-in. „ 20 7-in. „	681	4,045	273	59 2	2,469	24 3	26 8	4½	- - ditto - -	1,000	4,552	- ditto -	644
Pallas	1865. Dockyard, Woolwich	6	4 8-in. „ 2 64-pr. „	292	2,372	225	50 0	1,863	18 8	24 0	4½	Humphrey & Tennant: compound engines, surface condensers, and superheaters.	600	3,661	- ditto -	250

* Would be the same as "Caledonia" and "Prince Consort," if ship rigged.

George O. Willes,
Late Commodore, 1st Class, and Captain of the Fleet.

— No. 2. —

(No. 497.)

PERFORMANCES of Ships of Channel Squadron in Bad Weather at Sea during recent Cruise, 20–27th September 1869.—(Five Enclosures.)

Sir, "Minotaur," at Milford, 11 October 1869.

IN compliance with their Lordships' directions contained in your letter to me of the 28th ultimo, I have the honour to enclose herewith reports respecting the performances at sea of Her Majesty's ships

Minotaur, Northumberland, Monarch,	Hercules, and Inconstant,

during the bad weather experienced in the recent cruise between the 20th and 27th ultimo.

I have, &c.
(signed) *Thomas Symonds*,
Vice Admiral, Commanding.

The Secretary of the Admiralty,
Whitehall.

Enclosure 1, in No. 2.

REPORT of the Qualities of Her Majesty's Ship "Minotaur."

Sir, Milford, 6 October 1869.

IN reply to your Memorandum of the 28th ult., I have the honour to report that the opinions expressed in reports which I have previously made upon the behaviour of Her Majesty's ship "Minotaur," in a heavy sea and bad weather, have been confirmed and strengthened by the experience of the brief but sharp gale of the 20th September 1869.

2. The sea on that occasion had not risen to the height or mass to which it rose in a gale off Cape Finisterre on 6th December 1868, or off Oporto on the 31st January 1869, but it was confused, and likely by a mere accident to cause more injury to any light fitting about the hull of a long ship than a longer sea. It was necessary to top the lee quarter boats' davits, and the sea would have struck the boats had they not been topped.

3. As on former occasions the extreme rigidity of a ship with an iron hull was very apparent, both in the absence of all working of beams and creaking of bulkheads, and in the entire steadiness of masts and rigging, while, but for the leakage of water through the leads of port chains, and round edges of ports whose india-rubber linings had decayed, no one accustomed to a wooden two-decked ship of a few years ago would, on being placed on the main deck, have known that a gale was blowing or sea running. Below the main deck there was no indication of the ship being in bad weather, the motion having never exceeded a single roll of about 23 degrees, viz., 15 to leeward and 8 to windward.

4. The angle of pitching was very small, and the motion scarcely perceptible, but still, from the very great length of ship, and the fineness of extremities, the sea rose high before the immersed body lifted to the sea, and struck the stern walk, which is 18 feet from the water, and it also made itself felt when striking under the flat of the counter.

I have, therefore, no hesitation in saying that I consider the "Minotaur" an excellent sea boat, and capable of resisting any sea; but that it must be remembered that as she has small and ill-distributed canvas and great length, and carries a four-bladed screw, in very severe weather the screw must sometimes be kept moving, and that this becomes more necessary when sailing in company. With greater command of canvas it would not be so necessary.

5. The guns might, as far as motion of the ship went, have been fought without difficulty on any day of the passage, but on many days the wash of the sea was sufficient to fill the guns, to drench the gear and crews, and to keep the

main deck afloat fore and aft. All firing under such circumstances becomes wild in the extreme from the gun's crew being completely unsteadied, though not from the ship's own motion. I have no doubt that the ship's great length is rather a cause of this great amount of wash of sea into the ports. With a head or following sea both the ends are constantly unsupported, and the sea then rises high amidships, or *vice versâ*.

6. The steadiness of platform is remarkable, and though during the past cruise no definite comparison of rolling has been made with other ships, enough has been observed before to show that while the rolling of the "Lord Warden" and "Royal Oak," and others of that class, is incessant and extreme in a very moderate swell, their times of oscillation being 11·5 to 12·5 per minute, that the "Minotaur," and the "Hercules," and "Bellerophon," are only known to roll when the sea is very high and long, and when, by following in the direction of the ship's course, the interval of the passage of waves under the centre is lengthened, so as to become synchronic with the proper time of her own oscillation, viz., 8 to 8·5 per minute.

7. Between these latter classes, viz., "Minotaur" and "Hercules," which are nearly on a par as regards angular motion, there is also an observable difference in the nature of the motion, and I conceive it to be in favour of the "Hercules;" viz., that while in the "Minotaur" there is a perceptible rest on reaching the extreme inclination or lurch, in the "Hercules" the motion is uniform throughout the roll, and most favourable to good pointing; and I conceive this to be due both to the fact of the solids of immersion and emersion in the fore and aft body of the "Hercules" to be more nearly identical than those in the finer and more rising sections of the "Minotaur," and also to the fact of the height of the centres of gravity in fore and after segments of "Minotaur" differing greatly from the height of centre of gravity in the middle segments.

8. These purely practical remarks are made by me entirely as suggestions, as I am aware that no definite observations were made on the late cruise which would clear up these points.

I have, &c.
(signed) *J. G. Goodenough*, Captain.

Vice Admiral Sir T. M. C. Symonds, K.C.B.,
Commanding the Channel Squadron.

Enclosure 2, in No. 2.

REPORTING on the Sea-going Qualities, &c. of the Ship.

"Northumberland," at Queenstown,
Sir, 30 September 1869.

IN compliance with your general Memorandum, No. 79, I beg to make the following report of the sea-going capabilities of Her Majesty's ship under my command:—

1. In the bad weather lately experienced the "Northumberland" proved herself an admirable sea-boat; she laboured less than any wooden frigate to which I have ever belonged, and did not strain in the least. The vessel certainly shipped the top of one sea when lying broadside on to the swell, but I attribute this mishap to her being in that position.

In my opinion this vessel, when caught in a heavy gale, should, if possible, get up steam at a slow speed; the square sails should then be furled, the after trysail set, and the ship's head placed with the sea three points on the bow. In that position I consider she would encounter the heaviest sea with comparative impunity.

To enable this ship to run in a gale, her screw must be kept revolving at considerable speed, that the ship may be under control of the helm, and to prevent the sea catching her.

I cannot say I should feel the same confidence in her qualities as a sea-boat if she was obliged to scud, as I now have of her when lying-to; the great amount of helm required when running is a most serious objection to her scudding.

2. As

2. As to the fighting capabilities, I am of opinion that the "Northumberland" would fight her guns with advantage in any seaway in which a broadside vessel belonging to the British or any other navy could open her ports, and even when many vessels would be compelled to close them.

I have, &c.
(signed) *T. W. May*, Captain.

Vice Admiral Sir T. M. C. Symonds, K.C.B.,
Commanding Channel Squadron.

Enclosure 3, in No. 2.

REPORTING on the Behaviour of Her Majesty's Ship "Monarch" in the Bad Weather of the past Week.

H.M.S. "Monarch,"
Sir, Queenstown, 29 September 1869.

IN obedience to your Memorandum of the 28th instant, I have the honour to report the behaviour of Her Majesty's ship "Monarch" during the bad weather of the past week.

The ship was at all times everything that could be desired as a sea boat, buoyant, and at the same time remarkably steady. On no occasion did she roll beyond 15 degrees, and that quite the exception. She shipped no water whatever, and did not strain a rope-yarn. Her guns were all capable of being fought either to windward or to leeward with the same ease as at Spithead, and I should not have hesitated for one moment, either for action or for exercise, to have cleared the decks, leaving standing the usual shrouds.

In contradistinction to this efficiency, I beg to remark that, in my opinion, if any accident arose in heavy weather to this ship when under sail, it would certainly be only due to the balance rudder. Running before it with no after sail, it was found almost impossible to keep the ship from broaching-to, and I frequently expected that the rudder would have gone altogether, from the strain brought on it.

I have, &c.
(signed) *J. E. Commerell*, Captain.

Vice Admiral Sir T. M. C. Symonds, K.C.B.,
Commanding in Chief, Channel Squadron.

Enclosure 4, in No. 2.

PERFORMANCE of the Ship during the recent Bad Weather.

H.M.S. "Hercules," at Milford,
Sir, 1 October 1869.

I HAVE the honour to report that Her Majesty's ship "Hercules" displayed very good qualities during the late heavy gale off Cape Finisterre; she was very steady; the heaviest lurch was from 12 to 13 degrees with a fierce gale and a very heavy sea, both on the beam. One sea was shipped on the quarter-deck, but I attribute that to my not having sufficient canvas on the ship at the time. But I regret to say she is a most difficult ship to steer under all circumstances, from the large weather helm she carries, without a speed of four to five knots, more especially running before the wind. When the gale commenced she steered so wildly and broached-to so often, that I gave up the idea of running out the gale and hove-to with fore and main trysails and fore staysail, using steam with about 20 revolutions.

2. I believe the battery guns could have been worked and the ship taken into action at any time during the gale, using steam with full power.

I have, &c.
(signed) *Gilford*, Captain.

Vice Admiral Sir Thomas M. C. Symonds, K.C.B.,
&c. &c. &c.
Commanding Channel Squadron.

Enclosure 5, in No. 2.

REPORTING on Performance of Ship.

H.M.S. "Inconstant," Pembroke,
Sir, 11 October 1869.

IN compliance with your Memorandum of the 28th ultimo, to report on the performance of the "Inconstant," during the last cruise, especially with reference to sea-going qualities and capabilities for fighting guns in a seaway, I hasten on my return from leave to have the honour of informing you that, during the short period that bad weather was experienced, the performance of the ship, both under sail and steam, was in every way most satisfactory; she sailed well, and was handy under sail; was steady and very dry, carried small helm, and steered easily and well, and I consider her sea going qualities to be very good. As reported by me already in my letter of the 22nd ultimo (when the tillers carried away, and it was advisable to make an offing, without waiting until the steering of the ship by the rudder pendants could be effected), under steam with 38 revolutions, the rudder being amidships, and locked with some sail aft, she kept as close to the wind and did as well as if steered by the rudder, making seven knots an hour, the force of the wind being from five to seven, with a bow sea.

From her steadiness I am of opinion that she possesses very good capabilities for fighting her guns. During the whole period of the cruise, only excepting the time the gale lasted off Cape Finisterre, her guns could have been worked, not only without difficulty, but with effect.

I have, &c.
(signed) *E. D'O. D'Aplin,* Captain.

Vice Admiral Sir Thomas Symonds, K.C.B.

— No. 3. —

REPORT of the Controller of the Navy.

Sir S. C. Dacres.
Mr. Childers. 28 December 1869.

THE Reports called for by the Admiralty Order of the 28th September 1869, respecting the performances at sea of Her Majesty's ships

Minotaur,	Monarch,
Northumberland,	Hercules,
Agincourt,	Inconstant,

are of considerable interest, and seem in some important respects to contradict the impressions conveyed by Admiral Warden's Reports, dated in 1867, and laid before Parliament in 1868.

The principal feature of the very voluminous Reports then laid before Parliament was, that ships of recent design were, in the Admiral's opinion, inferior in certain respects to ships formerly designed.

The ships of recent design to which Admiral Warden appears to have referred, were the "Bellerophon," "Lord Warden," "Lord Clyde," and "Pallas"; and the ships of older design to which he compared them, were the "Minotaur," "Warrior," "Achilles," "Royal Oak," and "Prince Consort."

The observations I made at the time on the facts recorded by Admiral Warden (*see* my Memorandum of 17th December 1867), showed that a different conclusion from the one he arrived at was inevitable, if all the circumstances were understood; but these remarks did not accompany the Parliamentary Return, and the impression produced by the Admiral's Report was left undisturbed.

The late trials of ships of recent design, omitting any comparison between wooden iron-clads of any design, as being completely out of date, have, as will be

be seen by the Journal of the Captain of the Fleet, and the reports forwarded by Vice Admiral Sir T. Symonds on the performance at sea of the iron-clad fleet, shown distinctly that the ships of recent design have exhibited an incontestable superiority over the ships of older design.

Three iron-clad ships of the "Minotaur" class were present under the command of Sir T. Symonds, designed by the late Constructive Department of the Admiralty; and three iron-clad ships of the most recent design by the present Chief Constructor of the Navy.

The description given of the performances of the "Minotaur," and of her sister ships, is eminently satisfactory as to steadiness of gun platform, safety and comfort in a gale of wind; to which may be added, from other sources of information, speed under steam, and when carefully watched, economy of fuel at all times.

The admirable manner in which the "Agincourt" and "Northumberland" towed the Bermuda Dock, the high rate of speed they attained in doing so, with moderate consumption of fuel, must place these ships very high amongst the most powerful and efficient steam-ships ever known. On the other hand, their sailing qualities were indifferent, and their unhandiness in steering and turning what might have been expected from their great length. Neither the amount of armour plating they can carry, nor the power of their artillery, is such as to rank them among first-class vessels of war; and the extreme fineness of their fore and aft bodies, even with the limited armour plating they carry, has occasioned the plunging and washing away of light hull fittings referred to in these reports.

Taking the ships of new design, the "Bellerophon," "Hercules," and "Monarch," with a view of comparing the qualities of the respective ships, it is to be observed that the "Bellerophon" and "Hercules" are broadside ships, and the "Monarch" a turret-ship; and as the former ship has been occasionally unfavourably commented on, I will point out that by the report of the Captain of the Fleet, that ship takes nearly the same place as to steadiness of platform, as the "Minotaur's" class. A comparison of her safety and comfort in a gale of wind cannot be made as she was not in company with those ships at this time, though in a former cruise, and in what Captain Goodenough describes as even a harder gale of wind, she proved herself a good sea boat, safe and easy in every way.

Practically, there is found to be no difference between the speed of the "Bellerophon" and that of the "Minotaur's" class; for while the latter, at a trial of six hours, full speed, realised an average of 14·165 knots per hour, the former, under similar circumstances, realised 14·055 knots; and Admiral Warden in his reports speaks of the remarkable economy of fuel shown by the "Bellerophon."

It will be seen also, by returns furnished to their Lordships, that the "Bellerophon's" consumption of coal was less than any of the other iron-clads of 1,000-horse power forming the Mediterranean Squadron.

Without attributing remarkable sailing qualities to the "Bellerophon," though former reports on this ship by Admiral Yelverton assign her a very good place, she has done as well as most ships which drag their screws; and it is very remarkable that there is no record of her having missed stays during this cruise, though on her early trials it was often reported of her. It would not be too much to assume that as the use of the balanced rudder has become familiar to the officers and crew of the ship, these failures to tack will entirely disappear.

The handiness of the "Bellerophon" under steam, and the extraordinarily short time taken in turning a whole circle, nearly one-half less than that occupied by the "Minotaur" class, the far greater strength of her armour plating, and the formidable number of 9-inch guns carried on her main deck battery, place such a ship, as an engine of war, far above the "Minotaur" and "Agincourt."

The "Hercules," a ship of still more recent design, appears to still greater advantage.

The Captain of the Fleet gives to her and the "Monarch" the first place for steadiness of platform.

Captain Goodenough observes that not only is the angle of rolling smaller in the "Hercules" than in the "Minotaur," but the nature of the motion is different, and in favour of the "Hercules."

The captain of the ship speaks of her having displayed very good qualities in a heavy gale; adding, that he believes that the battery guns could have been worked, and the ship have been taken into action at any time during the gale.

The speed of the "Hercules," at the measured mile, exceeded that of the "Minotaur"; and at the six hours' run, at full speed, fell but little short of it, though the trial was made under circumstances unfavourable to obtaining the best results in the "Hercules."

The consumption of fuel, as reported by Admiral Sir T. Symonds on former occasions, was singularly moderate, and the report of the Captain of the Fleet remarkably confirms it.

Though the handiness of the "Hercules" under steam in turning circles was as remarkable as that of the "Bellerophon," her steering under sail is much complained of, and on occasions it appeared that she would neither tack nor wear.

Moreover, the captain of the ship reports of her, that in a gale of wind, in consequence of her wild steering, he hove the ship to.

Under these circumstances, the ship's sailing was very unsatisfactory; but as the balanced rudder was new to the officers and men, and as similar effects in the "Bellerophon" disappeared after its operations were more thoroughly understood, it is not believed that this defect will continue, and one of the Assistant Constructors has lately been to sea with the ship, to watch carefully the effects and proportions of this rudder.

The armament of 10-inch guns, admirably mounted on Captain Scott's carriages, and the thickness of armour carried by this ship, which at the waterline is nine inches thick, place her far above any broadside ship which has yet been built as a fighting machine.

It must be observed that, in dealing with the armament of iron-clads, the weight of broadside thrown is no criterion whatever of the power of the armament. The measure of that power is to be found in the armour-piercing qualities of the projectiles thrown, and in the bursting charge of the shell which can penetrate.

The Tables of the armaments given by the Captain of the Fleet omit these considerations, without which the real force of the respective armaments cannot be understood.

The "Monarch," a ship of an entirely new class, the only true sea-going turret-ship produced as yet by any Navy, is classed by the Captain of the Fleet, and by other information, as equal in steadiness of platform to the "Hercules," and is spoken of as having behaved in an equally satisfactory manner as the other ships; and also that she could have fought her guns during the gale to which they were exposed.

Captain Commerell, in private letters, speaks of the ease, comfort, and dryness of the ship as extraordinary.

The speed of the "Monarch," both at the measured mile, and during the six hours' run at full speed, exceeded that obtained by any iron-clad yet built, reaching 14·937 knots at the former, and 14·715 knots per hour at the latter trial.

The consumption of coal was less economical than that of the "Hercules" or "Bellerophon," but about the same as that of the "Minotaur's" class. Some defects in the pistons, now remedied, appear to have considerably influenced this result.

The steering of the "Monarch" under sail, and her general performances under canvas, were not satisfactory, and in consequence the balanced rudder has been somewhat reduced at the fore part.

It is believed that this alteration will remedy certain difficulties arising from the first use of this new means of steering, and that the "Monarch" will be found to sail as well as any heavy iron-clad ship, which is compelled to drag her screw.

The handiness of the ship under steam, and in turning the circles at full speed, were on a par with the performances of the "Bellerophon."

The turret armament of the "Monarch," consisting of four twelve-inched rifled guns, when considered with reference to the angle of training and its armour-piercing power at long ranges, places the "Monarch" as one among, if not positively, the most formidable of the iron-clad seagoing ships in existence; though,

though, until further trials, neither the guns nor their carriages can be deemed perfectly satisfactory.

The "Inconstant," the latest design of all, is not an iron-clad.

She was designed to meet the large fast American flush-decked ships of the "Wampanoag" class.

All that the designer promised for this ship has been more than realised, as to steadiness of platform, speed under steam (16.5 knots per hour, at the measured mile), remarkable economy of fuel, handiness, good sailing, safety, and comfort in a gale of wind, and power of armament.

These assertions are founded on the reports of the Captain of the Fleet, and on those forwarded by Sir T. Symonds, to which may be added that, in her late trials with the "Warrior," she outsailed that ship on every point, often to a very great extent.

This digest of the records in the Admiralty respecting the performances of ships of recent design would but ill represent the whole advantage which has resulted to the public service from the adoption of the novel systems of construction which they embody.

The reduced proportion of length to breadth in the iron-clads, and the introduction of the bracket frame system of construction, have effected an economy in the public expenditure of very considerable magnitude.

A change in the dimensions, form, and mode of construction of an iron-clad ship results in so many minor modifications that it is scarcely practicable to calculate closely the total actual saving which has been effected by these improvements, but a rough approximation to the amount may be made, as follows:—

There are in the Royal Navy 11 iron built iron-clads, which were designed at the Admiralty upon the original plan; their hulls (without armour) weigh together 49,000 tons; and this aggregate weight of hull carries 12,000 tons of armour.

There are built and building 17 iron-clads of recent design; their hulls weigh 50,000 tons; their armour 21,000 tons.

An extremely simple calculation will show that to have carried this 21,000 tons of armour upon the old plan an aggregate weight of hull of 85,750 tons would have been required.

A saving of 35,750 tons (85,750—50,000) of hull has thus been effected.

As the hulls of iron-clads cost, on an average, at least 48*l.* per ton weight of materials, the actual reduction in the expenditure upon ships of recent construction, as compared with what it would have been had the early system been adhered to, is 35,750 tons × 48 *l.* = 1,716,000 *l.*

No doubt this amount is susceptible of much modification; but in view of the above facts it is absolutely certain that the saving effected by the introduction of the new system of construction has already largely exceeded a million sterling in the first cost of the Fleet, and the investigations which have been made in connection with the Draft Navy Estimates for next year, have shown most clearly that the further development of the bracket frame system of construction is resulting in still increasing economy.

A simple fact will illustrate this. We have already seen that on the old system of construction it required 49,000 tons of hull to carry 12,000 tons of armour.

In the three ships ordered this year ("Rupert," "Devastation," and "Thunderer"), 6,359 tons of armour will be carried upon only 9,137 tons of hull, whereas 25,966 tons of hull would have been required under the former system.

The difference, 16,829 tons, at 48*l.* per ton, would cost 807,792 *l.*, which amount, large as it is, is probably not in excess of the actual economy that will be effected in adding these three ships to the Navy.

Part of the amount is probably due to the change in the type of ships, but on comparing the cost of the "Prince Albert" turret-ship, built upon the old plan, and carrying only 879 tons of armour, with the estimated cost of the three new ships, I find that the above estimated saving is not greatly in excess, taking the armour carried as the basis.

The question would still be understated, if I failed to mention that as the efficiency of armour increases in value much more rapidly than its thickness, and as the very thick armour of recent ships has been associated with guns of extreme power, the actual strength of the Navy, as compared with other iron-

clad navies, has been increased in a much greater degree than any of the previous figures would indicate.

The mere performances of ships cruising at sea in peace times, whether under steam or under sail, do not, and cannot, exhibit any of these advantages, which, nevertheless, obviously deserve the most careful consideration in estimating the fighting capabilities of the fleet, and the value of the improvements introduced into recent ships.

(signed) *Robert Spencer Robinson,*
Controller of the Navy.

— No. 4. —

Board Minute.

Admiralty, 26 January 1870.

My Lords have read with much care the Report of the Captain of the Fleet on the proceedings during the cruise of the Channel and Mediterranean Fleets in August and September last, under their Lordships' Flag; the Reports from Vice Admiral Sir Thomas Symonds of the performances of his ships, and especially of those of recent construction; and the Memorandum of the Controller of the Navy, dated 28th of December on these Reports.

My Lords, with reference to these documents, desire to place on record their judgment on some of the questions discussed in them; that judgment being founded, not only on a consideration of the facts stated in those papers, but also on the opportunity which they have had of personal observation and of conference with the distinguished flag officers commanding the two squadrons, and with the captains and several of the officers under their commands. The most important of these questions is the efficiency of the ships of more recent construction, compared with the long iron fully-armoured ships of the "Minotaur" class, and the wooden armoured ships of the "Royal Oak" class. On the general question of the offensive and defensive powers of these ships, my Lords have no doubt that the "Bellerophon" and "Lord Warden" in a less degree, and the "Hercules" and "Monarch" in a greater degree, are far superior to all other types, whatever weight may be attached to the objection that the indented ports of the battery of the "Hercules" have the disadvantage of offering a mark to skilled gunners. In respect of steadiness of platform, the "Hercules" and "Monarch" have shown a marked superiority to all other iron-clads, though the "Minotaur" class and the "Bellerophon" possess this quality to a very remarkable extent. The exceptional steadiness of the "Hercules" and "Monarch," a quality of the greatest importance in ships carrying heavy guns, is the more remarkable, because these ships carry in proportion to their displacement a far greater weight of armour than the earlier types, the capability of doing so being due to the great improvements in construction introduced by the Chief Constructor of the Navy. On this point my Lords have only to refer to the full particulars detailed in the Memorandum of the Controller of the Navy, from which it will be seen that the improvements in construction have resulted in effecting a large reduction in the expense of the ships. It may be admitted that the shorter ships of the old type, such as the "Royal Oak," possess considerable handiness in performing evolutions, but their general inferiority, as ships of war, to those of more recent design, is so unmistakeable, that it is unnecessary to give any prominence to this quality. Of the inferiority of the "Minotaur" class in this respect there is no question.

The armaments of the "Hercules" and "Monarch," especially with reference to their armour-piercing qualities, are the most formidable of any now afloat. My Lords do not wish to imply that no improvement is possible in either the guns, carriages, or projectiles. It is true that in the "Hercules" the 10-inch muzzle-loading rifled 18-ton guns are worked with extraordinary facility by the admirable machinery of Captain Scott, whose improvements in gun-carriages and their gear have been extensively adopted in the Navy; but in the "Monarch" the 12-inch muzzle-loading rifled 25-ton guns in turrets, although they are easily handled so long as they are kept on the same step, are not readily raised and lowered in the carriages, and the turrets themselves might be with advantage larger, and consequently less crowded with men. Improvements, directed by the Constructive

Constructive Department and Captain Scott, are still being carried out in the carriages of heavy guns, to provide for the imperfections which necessarily belong to first attempts, and the turrets of the new ships now being constructed are on a larger scale. Indeed, in no point is more important improvement being made than in the machinery in connection with the turrets and gun-carriages.

With reference to the sea-going qualities of the "Monarch" and "Hercules," it should be observed that they were more conspicuous in severe weather and in a heavy sea than in the comparatively fine weather during which most of the evolutions were made.

The proper proportion of sail power to be given to iron-clad ships is a difficult question; the more so, as it has been decided on very different principles at different times. As perfect efficiency as a steam ship is found incompatible with perfect efficiency as a sailing-ship, in iron-clad vessels of war, the practical result to arrive at is the best and most useful compromise between these antagonistic qualities. On the whole, it would seem best, in future, only to fully mast and spar such ships as may be required for long voyages and distant stations, and where, it is found possible, to make structural arrangements for lifting the screw, as in the "Warrior" and "Black Prince" of the older type, and in the "Triumph" and "Swiftsure" of later design.

It would be well to consider the sail power in other iron-clads as purely auxiliary, and insufficient to give them any weatherly qualities in ordinary occasions of squadron sailing. The adoption of the balanced rudder in the "Bellerophon," "Hercules," and "Monarch," though adding greatly to the efficiency of these ships as steam-ships of war, had no doubt a great effect in rendering their performances under sail far from satisfactory. Their Lordships' attention has been seriously drawn to this defect; it is fully noticed in the Controller's Memorandum, and it is only now necessary to refer to his remarks upon the subject.

With reference to turret ships, my Lords are convinced that the policy adopted by Parliament, on the recommendation of this Department in the case of the "Glatton," and still more markedly in that of the "Devastation" and "Thunderer," should be continued; viz., that a certain number of sea-going turret ships, intended to proceed, if wanted, to distant stations, but not for cruising, should be constructed without masts, with twin screws propelled by double engines, and having great capacity for fuel. To what extent the spars and rigging of the "Monarch" and "Captain" interfere with their efficiency will be better known after the trials about to take place, but that that interference is considerable, there is already no doubt.

The "Inconstant," an unarmoured iron frigate, one of quite a new type, sheathed with wood and heavily armed, formed one of the squadron, under their Lordships' order. Her performances were watched with peculiar interest. She showed great superiority in sailing over the armoured ships of all classes, including in subsequent trials the partially-armoured "Warrior," whose good sailing qualities are well known. It may be noticed that in the "Inconstant" the evil effects of a balanced rudder on the sailing of the ship were scarcely perceptible, and that her steadiness of platform has been considered by the most competent judges as unequalled.

Passing from these considerations, which refer to questions of shipbuilding, my Lords wish to place on record their opinions on some matters of no little interest brought under notice in connection with these reports.

The first is the absolute necessity of keeping Her Majesty's fleets and ships more at sea, and especially out of the home ports. The evident inexperience in fleet sailing, and of other professional duties at sea, exhibited by many officers, has impressed itself strongly on their Lordships, and on all whom they have consulted; and they trust, by a system of frequently exchanging officers and men between sea-going and reserve ships; by the formation of squadrons of evolution, one of which they hope to detach annually; by the constant cruising of the Channel and Mediterranean Fleets; and with respect to officers, by so reducing their present redundant numbers as to enable my Lords to keep them more constantly at sea on full pay, to effect much improvement in this respect.

My Lords are happy to find that, though the fleets have been kept at sea to an unusual extent during the late year, the consumption of coal, under the stringent instructions recently issued, is not likely to exceed the amount originally estimated.

The Captain of the Fleet has called attention in his Report to the system of Flashing Signals, for which the Navy is indebted to Commander Colomb.

My Lords concur in their great importance, and are causing a regular corps of signalmen to be organised, with the view of making the system general throughout the Navy.

My Lords, as far as the limited time and weather would permit, took every opportunity of inspecting the different ships forming the squadron under their flag, and they had every reason to be satisfied with the order and cleanliness of the ships, and with the discipline and good conduct of the officers and crews. Marked improvement was daily observed in the evolutions, keeping station, and exercises; and ships which had been for some time under the orders of the distinguished flag officers of the Mediterranean and Channel Squadrons, showed a decided superiority in performing evolutions.

The emulation generally observed was a convincing proof to their Lordships that giving officers an opportunity of being more constantly employed will ensure the efficiency for which the Navy has always been distinguished.

In conclusion, my Lords desire to place on record their satisfaction with the manner in which the duties of the Captain of the Fleet were performed by Captain Willes.

Let a copy of this Minute be laid before Parliament.

(signed) *H. C. E. C.*
S. C. D.

27 January 1870.

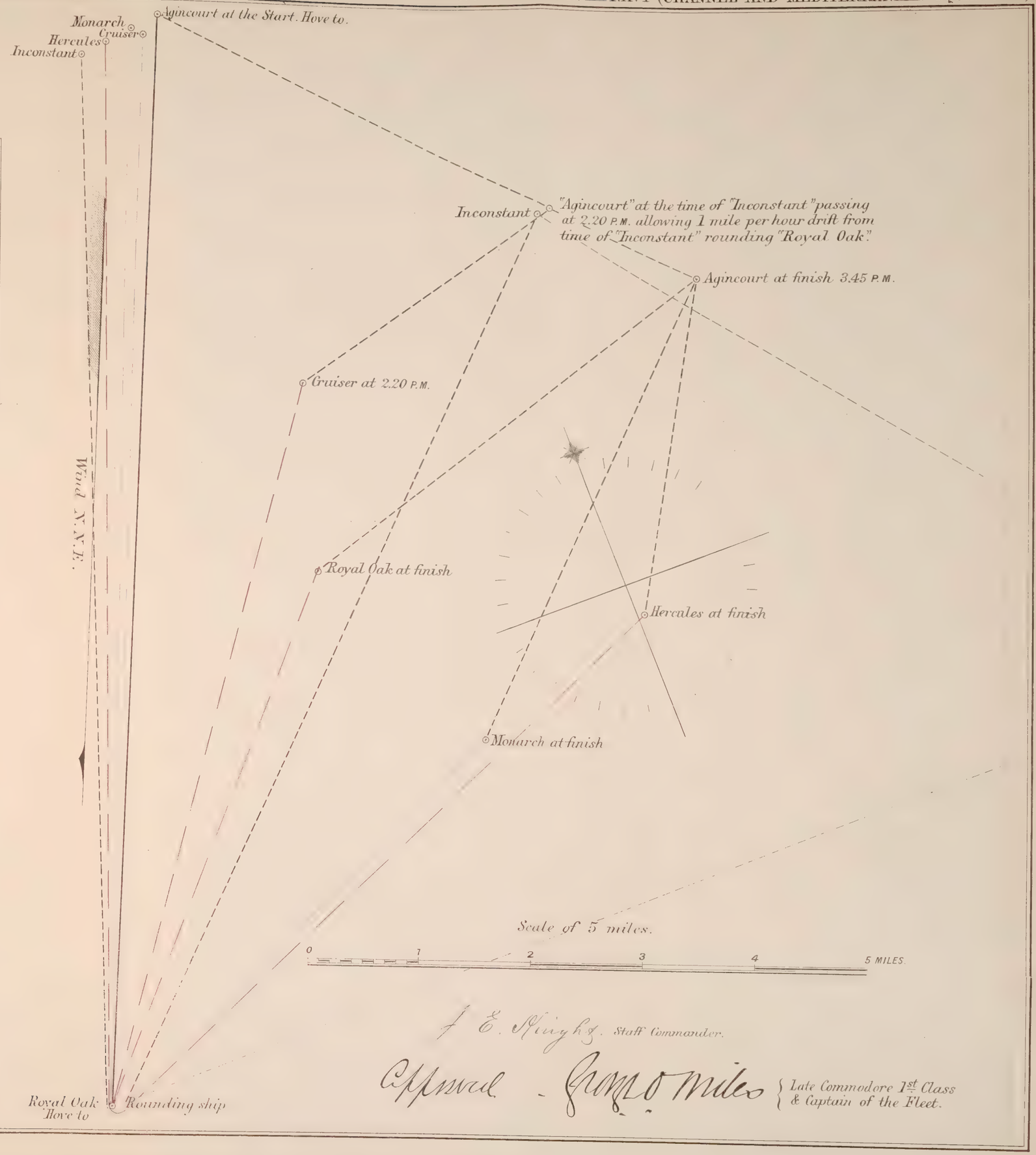
N°. 2.

Ships.	Time of Start.	Time of Rounding Royal Oak.	Time of Passing Agincourt.	Bearings & Distances from Agincourt at 3.45 P.M. — Finish.
	A. M.	A. M.	P. M.	
	H. M. S.	H. M. S.	H. M. S.	
Inconstant	8 . 33 . 00	10 . 20 . 23	2 . 20 . 00	
Cruiser	... d°. ...	10 . 22 . 15	2 . 57 . 00	
Hercules	... d°. ...	10 . 39 . 31	.....	S. 27. W. 32. Cables.
Royal Oak	...	10 . 51 . 00	.....	S. 73. W. 43. Cables.
Monarch	8 . 33 . 00	10 . 51 . 00	.....	S. 45. W. 47. Cables.

RESULTS OF RACE BETWEEN THE ABOVE SHIPS

ON TUESDAY 7TH. SEPTR., 1869.

The Course being from Agincourt round Royal Oak, then beating to Windward, passing Agincourt.



J. E. Knight. Staff Commander.

Approved — Geo. O. Miles { Late Commodore 1st Class & Captain of the Fleet.

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	A. M.	A. M.	P. M.	
	H. M. S.	H. M. S.	H. M. S.	
Inconstant	8 . 33 . 00	10 . 20 . 23	2 . 20 . 00	
Cruiser	d°	10 . 22 . 15	2 . 57 . 00	
Hercules	d°	10 . 39 . 31		S. 27. W. 32. Cables.
Royal Oak		10 . 51 . 00		S. 73. W. 43. Cables.
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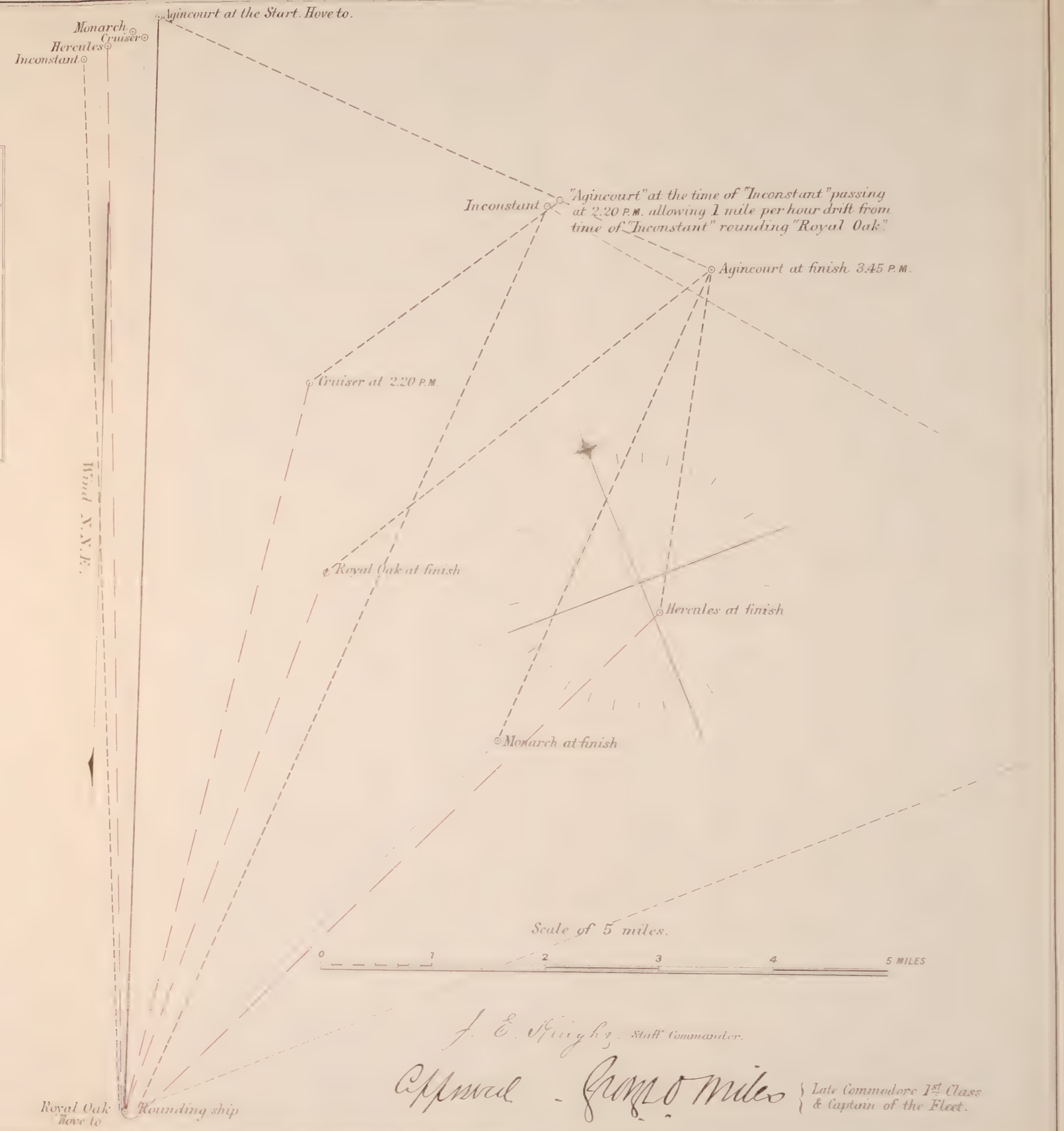


J. E. Knight, Staff Commander.

Approved – Geo. O. Miles } Late Commodore 1st Class & Captain of the Fleet.

NAVY (CHANNEL AND MEDITERRANEAN SQUADRONS).

REPORTS upon the Performances of the SHIPS of the combined CHANNEL and MEDITERRANEAN SQUADRONS during the Cruise between 23 August and 2 October 1869.

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed*, 24 *February* 1870.

[*Price* 1*s.* 8*d.*]

77.

Under 3 *oz.*

NAVY (COAL EXPERIMENTS).

RETURN to an Order of the Honourable The House of Commons, dated 14 June 1870;—*for*,

RETURN, "in a Compendious Form, of the Results of a Series of Experimental TRIALS made during the last Twelve Months on Board Her Majesty's Steamers 'URGENT' and 'LUCIFER,' at *Portsmouth*, with WELSH and NORTH COUNTRY COAL, with the view of ascertaining the best Proportions in Mixed Coal, and the best Form of Furnace to be used for the Consumption of Smoke."

Admiralty, 6 July 1870.

T. JAMES, Pro Chief Clerk.

(*Mr. Liddell.*)

Ordered, by The House of Commons, *to be Printed*, 18 *July* 1870.

RETURN, in a Compendious Form, of the Results of a Series of Experimental Trials made during the last Twelve Months on Board Her Majesty's Steamers "Urgent" and "Lucifer," at *Portsmouth*, with Welsh and North Country Coal, with the view of ascertaining the best Proportions in Mixed Coal, and the best Form of Furnace to be used for the Consumption of Smoke.

TRIALS OF COAL.

"Lucifer."

"LUCIFER."

(No. 466.)

REPORT on the Trial of Coal in Her Majesty's Steamer "Lucifer," dated 25th May 1869.

Welsh and Mixed Fuel.

Steam Reserve Office, Portsmouth,
25 May 1869.

Sir,

I beg to enclose an account of two experiments made on board the "Lucifer," by Admiralty order, for the purpose of testing the relative advantages of using Welsh coal alone, and Welsh and North-country coal mixed in equal quantities.

The experiments were made on the 1st and 22nd May 1869, the intermediate time being occupied in making the alterations in the furnaces and furnace doors, ordered by their Lordships for the purpose of burning the mixed coal.

The "Lucifer" is a paddle-wheel vessel, of 180 horse-power and 387 tons; she has two boilers, with three furnaces in each boiler, a very well ventilated stokehole, and in all respects is well adapted for the purpose of this trial.

The trials lasted six hours, from outside the spit; the water was smooth and the weather moderate in both cases.

The coal used was good; Dowlais Merthyr (Welsh) coal alone in the first trial, and the same fuel, mixed in equal quantities with Hastings Hartley (North-country coal) in the second trial.

It will be seen that the power developed was in both cases much the same. The expenditure of the mixed fuel was greater by nearly 14 per cent. than of pure Welsh, the amount of ash about one-third more.

The smoke on the first trial (Welsh coal alone) was small in quantity and of short duration during the time of, and after, firing; three-fourths of the time there was none.

On the second trial with the mixed fuel, every care was taken to prevent smoke; the boilers were fired for the first hour simultaneously every quarter of an hour, the result being a dense black smoke for four or five minutes, then brown smoke for about five more, and then five minutes without any smoke. The second hour the boilers were fired every 10 minutes, the result being

being a less dense smoke, but no period entirely without smoke. The third hour the boilers were fired alternately every 10 minutes each boiler, therefore the firing was every five minutes, the result being nearly continuous brown smoke of varying amount, but not in such volume as would materially interfere with the signals or evolutions of a fleet.

The fires on the trial of mixed coal became foul after the third hour, and required pricking and the blast being put on. The getting up steam with mixed fuel was attended with such a quantity of dense black smoke as would, in case of a number of ships, prevent signals being seen, and be attended with other inconvenience.

It might be desirable to make a further trial, with a view of diminishing the smoke by admitting air under the bridges, as proposed in my former letter (dated 20th ultimo, with tracing enclosed) on the subject. With the doors as at present fitted, the two systems may be tested jointly and separately.

I have, &c.
(signed) *Edw. B. Rice,*
Captain in charge of Reserve.

Rear-Admiral Geo. G. Wellesley, C.B.,
Superintendent.

P.S.—The stokers on each trial were the same picked men.

(signed) *Edw. B. Rice,*
Captain in charge of Steam Reserve.

Portsmouth Dockyard, 25 May 1869.

SUBMITTED for the information of the Lords Commissioners of the Admiralty, agreeably to their Minute of the 26th April, S. C. 3302.

(signed) *George G. Wellesley,*
Admiral Superintendent.

Enclosure to Letter of 25 May 1869.

"LUCIFER."

TRIAL No. 1.—Six Hours' Trial of Dowlais Merthyr Welsh Coal on board Her Majesty's Ship "Lucifer," 1 May 1869.

Time.	Steam.	Vacuum.	Revolutions. Total.	Revolutions. Each Hour.	Revolutions. Per Minute.	Mean Pressure.	Indicated Horse Power.	Coals used.	Coals used per Hour per indicated Horse Power.	Ashes made.	Smoke made.	Temperature. Engine Room.	Temperature. Stoke Hole.	REMARKS.
H. M.	*Lbs.*	*Inches.*	*No.*	*No.*	*No.*	*Lbs.*		*Cwt.*	*Lbs.*	*Lbs.*		*Deg.*	*Deg.*	
9 5 a.m.														
10 5 „	9·75	27	1,080	1,080	18·	15·35	324·645	11·5	3·967	–	Dark brown	—	—	
11 5 „	9·75	27	2,217	1,137	18·95	14·85	330·646	12·0	4·064	–	when firing,	66	78	
12 5 p.m.	9·75	27	3,331	1,114	18·56	15·00	327·112	12·5	4·279	200	not opaque; light brown after firing.	—	—	This trial was made with the original furnace doors.
1 5 „	9·5	27	4,403	1,072	17·86	14·3	300·085	12·0	4·478	–	In 7 mins.	65	81	
2 5 „	9·00	27	5,473	1,070	17·83	13·95	292·249	14·0	5·365	–	no smoke.	—	—	
3 5 „	9·75	27	6,571	1,098	18·3	14·00	301·028	15·5	5·766	–		66	82	
Total - -	–	–	–	6,571	109·50	87·45	1875·765	77·5	27·919					
Mean - -	–	–	–	1095·1	18·25	14·575	312·627	12·91	4·65					
										After fires were drawn - - -		598		

Average pressure of steam per hour - - - - - - -	9·583 lbs.	Total amount of coal burnt - - - - - - - - -	8,680 lbs.
„ number of revolutions per minute - - - - - -	18·25	„ „ clinker made - - - - - - - - -	161 „
„ consumption of coal per hour - - - - - - -	12·91 cwt.	„ „ soot made - - - - - - - - -	191 „
„ amount of ash made per hour - - - - - - -	133 lbs.	„ „ ashes made - - - - - - - - -	798 „
„ horse power - - - - - - - - -	312·627	Per-centage of clinker and ash - - - - - - - -	11·04
„ indicated pressure - - - - - - - -	14·575 lbs.		
„ coal per indicated horse power per hour - - - - -	4·65 „		

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved,
Edw. B. Rice,
Captain of Steam Reserve.

Enclosure to Letter of 25 May 1869.

"LUCIFER."

TRIAL No. 2.—Six Hours' Trial of half Dowlais Merthyr Welsh, half Hastings Hartley Steam Coal, mixed, on board Her Majesty's Ship "Lucifer," 22 May 1869.

Time.	Steam.	Vacuum.	Revolutions. Total.	Revolutions. Each Hour.	Revolutions. Per Minute.	Mean Pressure.	Indicated Horse Power.	Coals used.	Coals used per Hour per indicated Horse Power.	Ashes made.	Smoke made.	Temperature. Engine Room.	Temperature. Stoke Hole.	REMARKS.
H. M.	*Lbs.*	*Inches.*	*No.*	*No.*	*No.*	*Lbs.*		*Cwt.*	*Lbs.*	*Lbs.*		*Deg.*	*Deg.*	
11 30 a.m.	9·75	27	1,101	1,101	18·35	15 85	341·738	14	4·588	–	*See* Captain's Letter.	—	—	This trial was made with furnace doors, made according to the Admiralty tracing.
12 30 p.m.	9·75	27	2,210	1,109	18·48	15·98	346·981	14	4·518	–		68	83	
1 30 „	9·5	27	3,301	1,091	18·18	15·18	324·260	14	4·835	340		—	—	
2 30 „	8·25	27	4,390	1,089	18·15	15·00	319·886	16	5·601	–		67½	83	About the third hour of this trial the blast was put on, which will account for there being less soot on this trial than on the trial with Welsh coal only.
3 30 „	9·75	27	5,490	1,100	18·33	15·65	337·058	16	5·316	–		—	—	
4 30 „	9·5	27	6,590	1,100	18·33	15·28	329·089	16	5·445	278		66	80	
							After fires were drawn -			536		—	—	
Total - -	–	–	–	6,590	109·82	92·94	1999·012	90	30·303	1,154				
Mean - -	–	–	–	1098·3	18·30	15·49	333·168	15	5·050	—				

Average pressure of steam per hour - - - - - - -	9·41 lbs.	Total amount of coal burnt - - - - - - - - -	10,080 lbs.
„ number of revolutions per minute - - - - - - -	18·30	„ „ clinker made - - - - - - - - -	182 „
„ consumption of coal per hour - - - - - - -	15 cwt.	„ „ soot made - - - - - - - - -	175 „
„ amount of ash made per hour - - - - - - -	192 lbs.	„ „ ashes made - - - - - - - - -	1,154 „
„ horse power - - - - - - - - - - -	333·168	Per-centage of clinker and ash - - - - - - - -	13·25
„ indicated pressure - - - - - - - - - -	15·49 lbs.		
Coals used per indicated horse power per hour - - - - -	5·050 „		

TABLE showing the Gain or Loss of Second Trial compared with No. 1.

	No. 1.	No. 2.	Gain.	Loss.
	Lbs.	*Lbs.*	*Lbs*	*Lbs.*
Coals used - - - - - - - - -	8,680	10,080	- -	1,400
Ashes made - - - - - - - - -	798	1,154	- -	356
Clinker - - - - - - - - - -	161	182	- -	21
Soot - - - - - - - - - -	19	175	16	—

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved,

Edw. B. Rice,
Captain of Steam Reserve.

"LUCIFER."

(No. 221.)

REPORT on the Trial of Coal in Her Majesty's Steamer "Lucifer," dated 26th June 1869.

Sir, Steam Reserve, Portsmouth, 26 June 1869.

I BEG to transmit herewith tabulated reports of two trials of steaming with mixed Welsh and North-country coal for six hours, on board Her Majesty's ship "Lucifer."

My report of two trials, made in May last, has been already transmitted.

The first of these four trials was made with Welsh coal only, the second with half Welsh and half North-country, the third with two-thirds Welsh and one-third North-country, and the fourth with half Welsh and half North-country.

On the first trial the furnaces were fitted in the usual manner; on the second and third trials the furnaces had been altered by the Steam Reserve, according to Admiralty directions and drawings, as follows:—

> The furnace doors were pierced with numerous holes, and fitted with sliding covers to admit, at pleasure, air over the fuel, the grate surface being diminished one-fourth by placing fire brick over the bars at the back of the furnace.

On the fourth trial the furnaces were altered in accordance with a proposal and drawing submitted to their Lordships in my letter of 20th April last, and ordered to be tried on this occasion.

Tracing (A).

This plan, of which a tracing is enclosed, consists in admitting air through a bridge, built for the purpose, into a combustion chamber thus formed beyond the furnace.

On this occasion, as it was not thought proper to pierce the boilers in any way, one set of fire bars were removed, and the bridge built at the end of the two remaining lengths, thus the grate surface was reduced by one-third, which is perhaps more than is desirable, and was only so reduced for the reason above quoted. The bridge is built of fire brick, with an opening under the fire bars of about 30 inches area, when the gridiron slide valve, with which it is fitted, is fully open. This valve is opened by a lever and rod through the ash pit, as shown in the drawing, and thus the amount of air to be admitted is regulated.

Tables (A) and (B).

The results of this plan for consuming smoke are very satisfactory, as will be seen by the Tables marked A. and B.

Table A. records the observations on the smoke during the third trial, which was made with two-thirds Welsh, and one-third North country coal; the means used to consume the smoke being the pierced furnace doors only.

Table B. records similar observations on the fourth trial, the fuel being half Welsh, and half North country; the means used to consume the smoke being the bridge air passages alone for four hours, and both methods jointly for two hours.

The amount of smoke on the fourth trial, with a larger proportion of north country coal than on the third trial, was considerably less than one-half.

I have also tried for about two hours burning North country coal only in these shortened furnaces, and admitting air through the bridges for consuming the smoke.

The amount of steam generated on this small grate surface, exceeded that on any former occasion of these trials, and the smoke was disposed of very remarkably when the air passages through the bridges were open. I recommend that a further trial be made for six hours with North country coal only; I also recommend that the additional fitting over and beyond the bridge, as shown in the tracing marked B, be tried.

Tracing (B).

I have, &c.

(signed) *Edw. B. Rice,*
Captain in charge of Reserve.

Rear Admiral George G. Wellesley, C.B.,
Superintendent.

"LUCIFER."

Portsmouth Dockyard, 29 June 1869.

Submitted agreeably to directions of 29th ultimo, s. c. 4,261, observing that I was present at the two hours' trial alluded to in the last paragraph but one, and the results were most satisfactory. So sudden and so considerable was the effect produced by the opening and closing of the aperture in the bridge under the firebars, that it occurred to everyone that it might be used for signalizing in a manner similar to Colomb's flashing signals.

It would, I think, be extremely desirable to pursue these experiments further, and to try how far back this bridge might be built with a consequent diminution of the combustion chamber without affecting results, and also whether the diminished grate surface is sufficient for keeping up steam for a longer period.

(signed) *George G. Wellesley*,
Admiral Superintendent.

Enclosure to Letter of 26 June 1869.

"LUCIFER."

TRIAL No. 3.—TRIAL of Two-thirds Dowlais Merthyr and One-third Hastings Hartley Steam Coal, mixed, on board Her Majesty's Ship "Lucifer," 7 June 1869. By Admiralty Order, dated 29 May 1869.

Time.	Mean Pressure per Hour of Steam.	Vacuum.	Revolutions.			Mean Pressure.	Indicated Horse Power.	Coals Burnt.	Coals Burnt per Hour per indicated Horse-power.	Smoke made.	Ashes made.	Temperature.		REMARKS.
			Total.	Each Hour.	Per Minute.							Engine Room.	Stoke Hole.	
H.	*Lbs.*	*Inches.*	*No.*	*No.*	*No.*	*Lbs.*		*Cwt.*	*Lbs.*		*Lbs.*	*Deg.*	*Deg.*	
12 noon	9·5	27	1,065	1,065	17·75	15·58	324·933	14	4·825	—	—	—	—	This trial was made with air admitted above the fuel, through pierced fire-doors (made in accordance with Admiralty drawing and order of the 23rd of April last).
1 p.m.	8·5	27	2,100	1,035	17·25	14·8	299·970	13	4·853	–	–	84	96	
2 „	9·0	27	3,154	1,054	17·56	15·05	310·519	15	5·410	–	180	—	—	
3 „	9.0	27	4,208	1,054	17·56	15·16	312·789	14	5·013	–	–	83	91	
4 „	9·5	27	5,284	1,076	17·93	15·55	327·596	14	4·786	–	–			
5 „	9·75	27	6,400	1,116	18·6	15·64	341·804	14	4·587	–	210	83	92	
Total -	55·25	162	–	6,400	106·65	91·78	1917·611	84	29·474					
Mean -	9·2	27	–	1066·6	17·77	15·296	319·601	14	4·912					
										After fires were drawn - - - -	361			

Average pressure of steam per hour - - - - - -	9·2 lbs.	Coals per indicated horse power per hour - - - - - -	4·912 lbs.
„ number of revolutions per minute - - - - -	17·77	Total amount of coals burnt - - - - - - - -	9,408 „
„ consumption of coal per hour - - - - - -	14 cwt.	„ „ clinker made - - - - - - - - -	154 „
„ amount of ashes made per hour - - - - - -	125 lbs.	„ „ ashes made - - - - - - - - -	751 „
„ horse power - - - - - - - - - -	319·601	„ „ soot made - - - - - - - - -	130 „
„ indicated pressure - - - - - - - - -	15·296 lbs.	Per centage of clinker and ash - - - - - - -	9·61

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved,
Edw. B. Rice,
Captain of Steam Reserve.

Enclosure to Letter of 26 June 1869.

"L U C I F E R."

TRIAL No. 3.—TABLE (A.)—TRIAL of Two-thirds Dowlais Merthyr and One-third Hastings Hartley Steam Coa mixed on board Her Majesty's Ship "Lucifer," 7th June 1869.

Time of Firing.	Time taken from the Opening of Furnace Doors. State of Smoke at that time as per Number.										Interval of no Smoke during 15 minutes.	Position of Door Slides.	REMARKS.
		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.			
H. M.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.		
11 0	2 30	5	4 0	0	–	–	–	–	–	–	11 0	–	Firing both boilers simultaneousl
11 15	2 12	5	3 0	1	3 30	–	–	–	–	–	11 30	–	- Ditto - ditto.
11 30	2 0	4	4 30	0	–	–	–	–	–	–	10 30	–	- Ditto - ditto.
11 45	2 0	5	3 30	2	5 0	0	–	–	–	–	10 0	–	- Ditto - ditto.
12 0	2 30	5	4 0	2	5 0	0	7 30	2	9 0	0	8 30	–	
12 15	2 0	5	4 0	1	4 45	0	8 0	2	9 0	0	9 15	–	
12 30	1 45	4	4 0	2	5 15	0	6 0	2	7 30	0	8 15	–	
12 45	2 0	4	4 0	2	5 45	0	6 30	2	9 0	0	6 45	–	
1 0	2 0	5	4 0	3	6 30	2	9 0	0	–	–	6 0	–	
1 15	2 0	5	3 0	2	5 0	0	6 30	2	7 30	0	9 0	–	
1 30	2 0	5	3 30	2	5 0	0	7 0	2	7 30	0	9 30	–	
1 45	2 0	5	4 30	2	6 0	0	8 0	2	9 0	0	8 0	–	
2 0	1 30	5	4 20	2	7 0	5	1 30	3	3 30	0	3 0	–	Firing each boiler alternately.
2 15	1 30	3	3 30	2	7 0	4	2 10	3	7 0	0	1 0	–	- Ditto - ditto.
2 30	1 30	3	5 0	0	7 30	5	2 0	4	6 0	0	4 0	–	- Ditto - ditto.
2 45	1 35	3	3 0	0	7 30	3	1 45	3	3 0	0	9 0	–	- Ditto - ditto.
3 0	2 0	3	4 30	0	8 0	3	2 0	3	6 0	0	4 30	–	- Ditto - ditto.
3 15	2 0	3	6 0	0	7 0	3	2 0	4	4 0	0	5 0	–	- Ditto - ditto.
3 30	2 0	3	6 0	0	6 0	3	2 0	3	7 0	0	2 0	–	- Ditto - ditto.
3 45	2 30	3	5 0	2	7 0	3	2 0	3	4 0	0	4 0	–	- Ditto - ditto.
4 0	2 0	3	5 0	0	8 0	3	2 0	3	7 0	0	3 0	–	- Ditto - ditto.
4 15	2 0	4	7 0	0	7 30	3	2 30	3	7 30	0	0 30	–	In the alternate firing the tim were taken from the firing each boiler.
4 30	2 0	5	5 0	0	7 30	3	3 30	2	4 30	0	5 30	–	
4 45	2 0	5	5 0	0	7 0	3	3 30	2	4 30	0	5 30	–	

Definition of Numbers.

No. 0. No smoke visible.
„ 1. Smoke just visible.
„ 2. Light brown, fully visible.
„ 3. Brown; sky visible through the smoke.
No. 4. Brown smoke; nearly opaque.
„ 5. Dark brown; opaque.
„ 6. Black smoke.
„ 7. Dense black smoke.

	H.	M.	S.
Duration of smoke at different densities	3	24	45
„ of no smoke	2	35	15

Volume of smoke represented by 9·08.

Column 1	100
„ 2	25
„ 3	43
„ 4	50
„ 5	0

Number of observations 24) 218·00 (9·08
216
200
192
8

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved,
Edward B. Rice,
Captain of Steam Reserve.

Enclosure to Letter of 26th June 1869.

"LUCIFER."

TRIAL No. 4.—TRIAL of Half Dowlais Merthyr and Half Hastings Hartley Steam Coal mixed, on Board Her Majesty's Ship "Lucifer," 19 June 1869. By Admiralty Order, dated 29 May 1869.

Time.	Mean Pressure per Hour of Steam.	Vacuum.	Revolutions. Total.	Revolutions. Each Hour.	Revolutions. Per Minute.	Mean Pressure.	Indicated Horse Power.	Coals used.	Coals used per Hour, per Indicated Horse Power.	Smoke made.	Ashes made.	Temperatures. Engine Room.	Temperatures. Stoke Hole.	REMARKS.
	Lbs.	*Inches.*	*No.*	*No.*	*No.*	*Lbs.*		*Cwts.*	*Lbs.*		*Lbs.*	*Deg.*	*Deg.*	
12 noon.	8	27	1,020	1,020	17	14·35	286·641	14	5·470	–	—	—	—	
1 p.m.	9·75	27	2,08	1,061	17·7	15·775	328·080	14	4·779	–	—	66	76	
2 „	9·5	27	3,136	1,055	17·6	15·275	315·887	14	4·963	–	155	—	—	
3 „	9·5	27	4,168	1,032	17·2	15·525	313·760	14	4·997	–	—	68	84	
4 „	9·5	27	5,244	1,076	17·9	15·2	319·694	13	4·554	–	—	—	—	
5 „	8·75	27	6,300	1,056	17·6	14·725	304·513	13	4·781	–	210	68	85	
Total - -	55·00	162	–	6,300	105·0	90·85	1868·575	82	29·544					
Mean - -	9·16	27	–	1,050	17·5	15·141	311·429	13⅔	4·924					
										After fires were drawn - -	388			

Average pressure of steam per hour - - - - - - - -	9·16 lbs.	Total amount of coals burnt - - - - - - - - -	9,184 lbs.
„ number of revolutions per minute - - - - - - -	17·5	„ „ clinker made - - - - - - - - -	189 lbs.
„ consumption of coal per hour - - - - - - - -	13⅔ cwts.	„ „ ashes made - - - - - - - - -	753 lbs.
„ amount of ashes made per hour - - - - - - -	125½ lbs.	„ „ soot made - - - - - - - - -	73 lbs.
„ horse-power - - - - - - - - - - -	311·429	Per-centage of clinker and ash made - - - - - - -	10·25.
„ indicated pressure - - - - - - - - - -	15·141 lbs.		

TABLE showing the Gain or Loss of No. 4 Trial, as compared with No. 2 Trial.

	No. 2.	No. 4.	Gain.	Loss.
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*
Coals used - - - - - - - - - - - -	10,080	9,184	896	—
Ashes made - - - - - - - - - - - -	1,154	753	401	—
Clinker made - - - - - - - - - - - -	182	189	- -	7
Soot made - - - - - - - - - - - -	175	73	- -	102
Horse-power for 1 lb. of coal - - - - - - - -	11·23	12·20	·97	—
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*
Coals burnt per hour per indicated horse-power - - -	5·3	4·8	·5	—

Approved,
Edw. B. Rice, Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Enclosure to Letter of 26 June 1869.

"LUCIFER."

TRIAL No. 4.—TABLE (B.)—TRIAL of Half Dowlais Merthyr and Half Hastings Hartley Steam Coal, Mixed, on board Her Majesty's Ship "Lucifer," 19 June 1869.

Time of Firing.	Time taken from Opening of Furnace Doors. State of Smoke at that time, as per Number.						Interval of no Smoke during 10 Minutes.	Position of Slides.		REMARKS.
		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Door Slides.	Bridge Slides.	
H. M.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.			
11 0	2 0	2	3 15	1	6 0	0	4 0	Shut -	Open.	
11 10	2 0	2	3 0	0	– –	–	7 0	„ -	„	
11 20	2 0	2	3 0	0	– –	–	7 0	„ -	„	
11 30	1 30	3	2 0	1	4 0	0	6 0	„ -	„	
11 40	1 30	3	3 0	1	4 0	0	6 0	„ -	„	
11 50	1 30	3	4 0	1	5 0	0	5 0	„ -	„	
12 0	1 15	2	3 0	1	6 0	0	4 0	„ -	Shut during period of no smoke.	
12 10	1 20	3	3 0	1	5 0	0	5 0	„ -	„	
12 20	1 30	3	3 0	1	5 0	0	5 0	„ -	„	
12 30	1 45	3	3 0	1	5 0	0	5 0	„ -	„	
12 40	1 40	2	4 0	1	6 0	0	4 0	„ -	„	
12 50	1 30	3	3 0	1	6 0	0	4 0	„ -	„	
1 0	1 30	2	3 0	1	6 0	0	4 0	„ -	„	
1 10	1 15	3	3 0	1	4 0	0	6 0	„ -	„	
1 20	1 15	3	3 30	1	7 0	0	3 0	„ -	„	
1 30	1 30	3	3 15	1	5 30	0	4 30	„ -	„	
1 40	1 30	3	3 30	1	6 30	0	3 30	„ -	„	
1 50	1 30	3	3 15	1	6 0	0	4 0	„ -	„	
2 0	1 40	4	3 0	1	5 30	0	4 30	„ -	„	
2 10	1 30	3	3 0	1	6 0	0	4 0	„ -	„	
2 20	1 30	3	3 40	1	7 0	0	3 0	„ -	„	
2 30	1 40	3	4 0	1	7 0	0	3 0	„ -	„	
2 40	1 45	3	3 0	1	7 0	0	3 0	„ -	„	
2 50	2 0	2	3 0	1	7 30	0	2 30	„ -	„	
3 0	1 35	2	3 0	1	5 0	0	5 0	Open -	Open -	Both shut during period of no smoke.
3 10	1 20	2	3 0	1	6 0	0	4 0	„ -	„	
3 20	1 30	3	3 0	1	5 0	0	5 0	„ -	„	
3 30	1 30	3	3 0	1	6 0	0	4 0	„ -	„	
3 40	1 15	3	3 15	1	6 0	0	4 0	„ -	„	
3 50	1 15	3	2 50	1	5 0	0	5 0	„ -	„	
4 0	1 30	2	3 0	1	5 0	0	5 0	„ -	„	
4 10	1 15	2	3 0	1	5 0	0	5 0	„ -	„	
4 20	1 30	2	3 0	1	6 0	0	4 0	„ -	„	
4 30	1 25	3	4 0	1	7 0	0	3 0	„ -	„	
4 40	1 15	2	3 0	1	7 0	0	3 0	„ -	„	
4 50	1 30	3	3 0	1	4 0	0	6 0	„ -	„	
		96	- -	34	- -	0				

Definition of Numbers.

No. 0. No smoke visible.
„ 1. Smoke just visible.
„ 2. Light brown, fully visible.
„ 3. Brown; sky visible through the smoke.
No. 4. Brown smoke; nearly opaque.
„ 5. Dark brown; opaque.
„ 6. Black smoke.
„ 7. Dense black smoke.

Trial of 7th June 1869.

	H.	M.	S.
Duration of smoke at different densities - - - -	3	24	45
„ of no smoke - - - - - - - -	2	35	15

Volume of smoke represented by 9·08.

Column 1 - - - - - - -	100
„ 2 - - - - - - -	25
„ 3 - - - - - - -	43
„ 4 - - - - - - -	50
„ 5 - - - - - - -	0
Number of observations - - -	24) 218·00 (9·08
	216
	200
	192
	8

Approved,
Edward B. Rice,
Captain of Steam Reserve.

Trial of 19th June 1869.

	H.	M.	S.
Duration of smoke at different densities - - -	3	20	0
„ of no smoke - - - - - - -	2	40	0

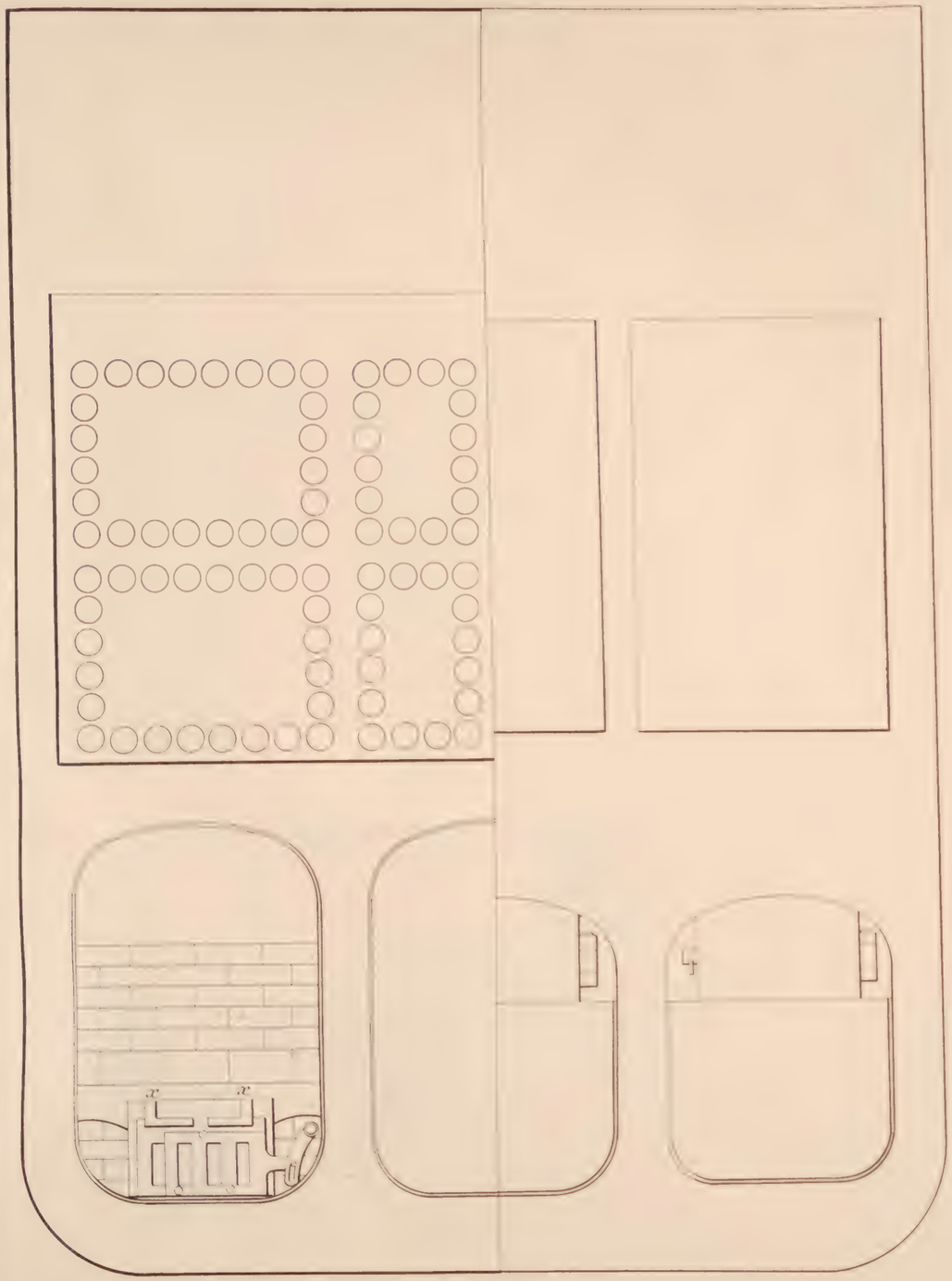
Volume of smoke represented by 3·61.

Column 1 - - - - - - -	96
„ 2 - - - - - - -	34
„ 3 - - - - - - -	0
Number of observations - - -	36) 130·00 (3·61
	108
	220
	216
	40
	36
	4

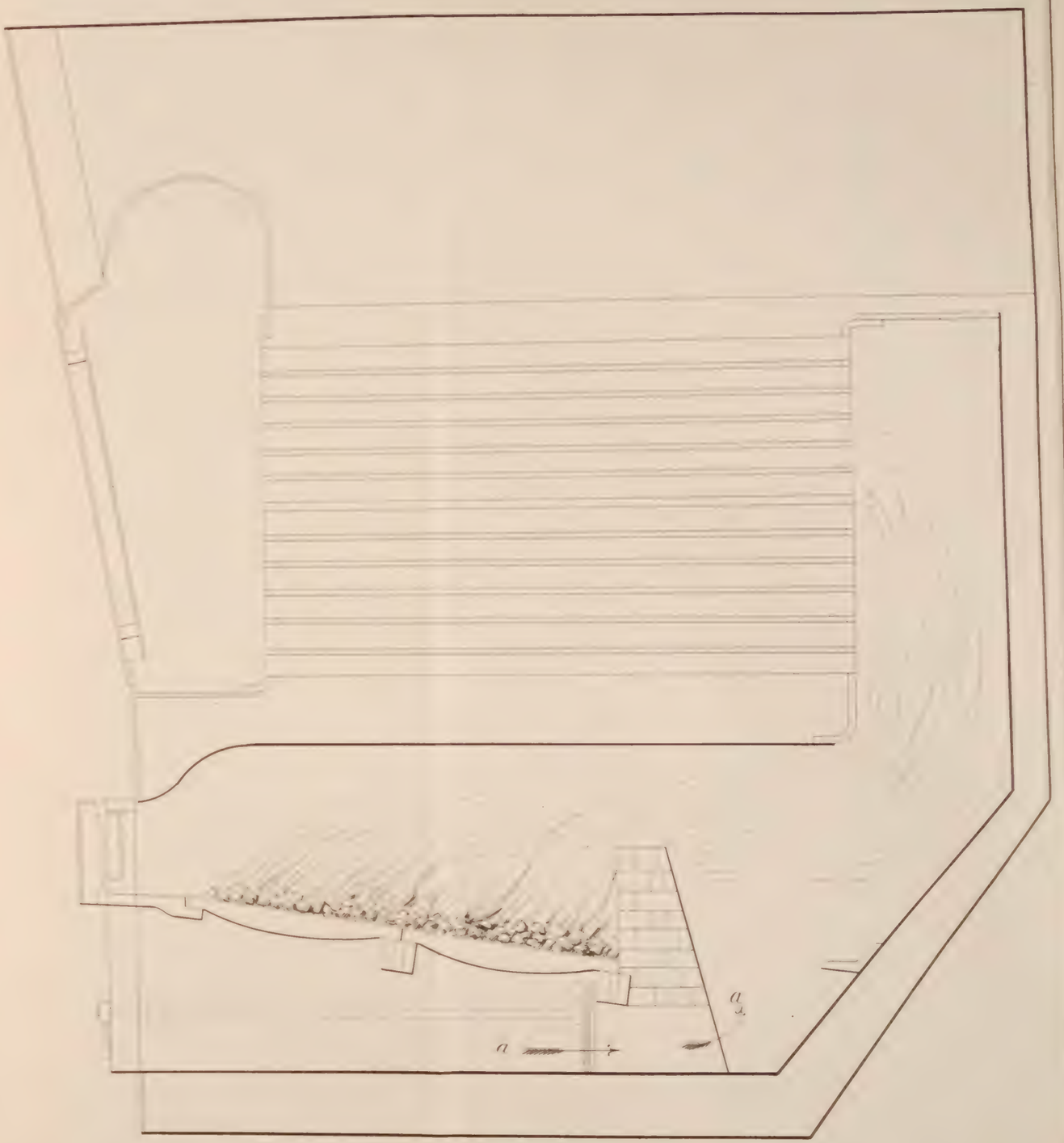
G. Murdoch,
Chief Inspector of Machinery Afloat.

Enclosure in Letter of 26TH June 1869.

H.M.S LUCIFER.



x, x, are hinges on which the slide-frame turns, when it is desired.

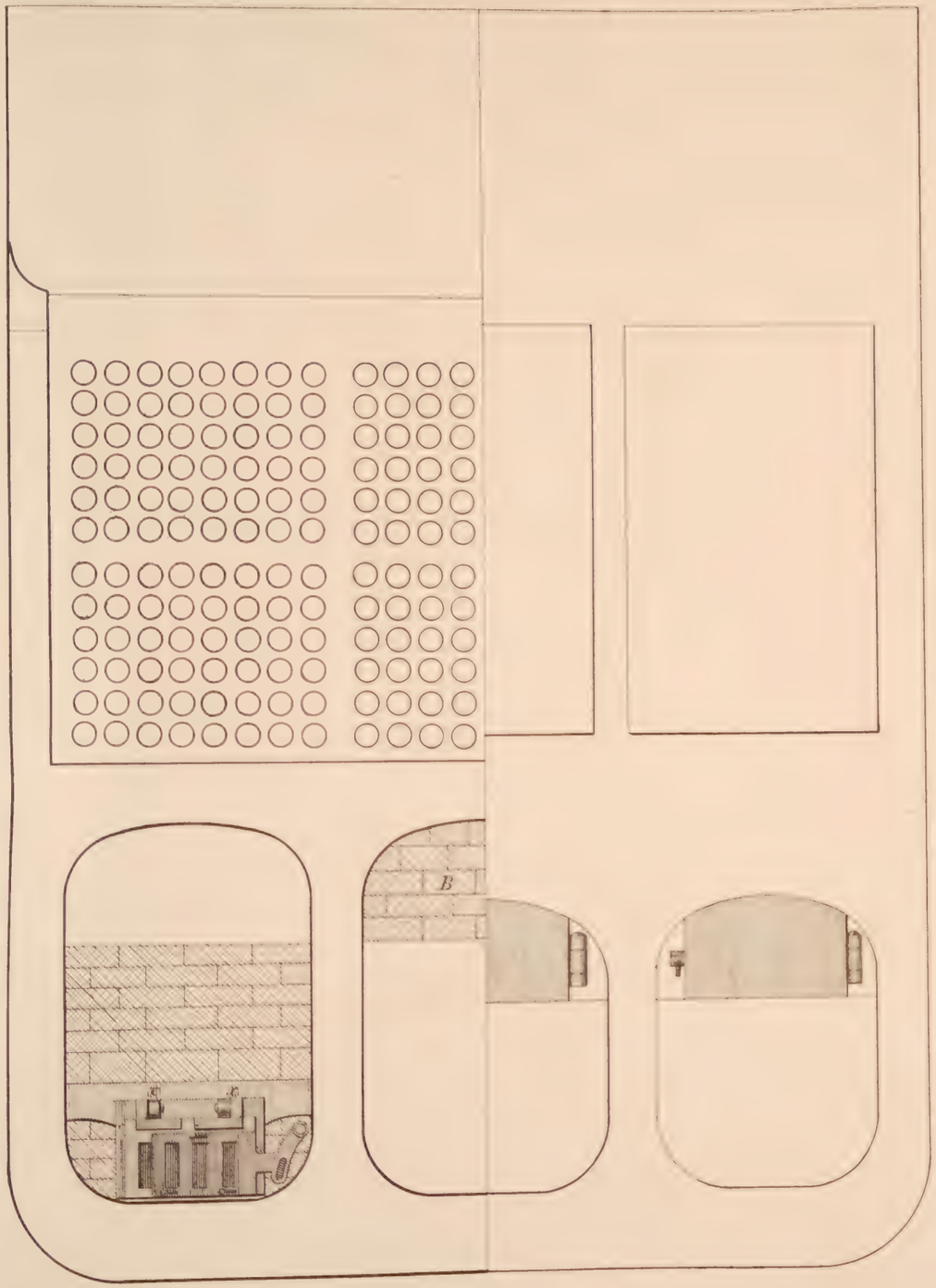


a, a, Indicate course of air admitted by bridge slides.

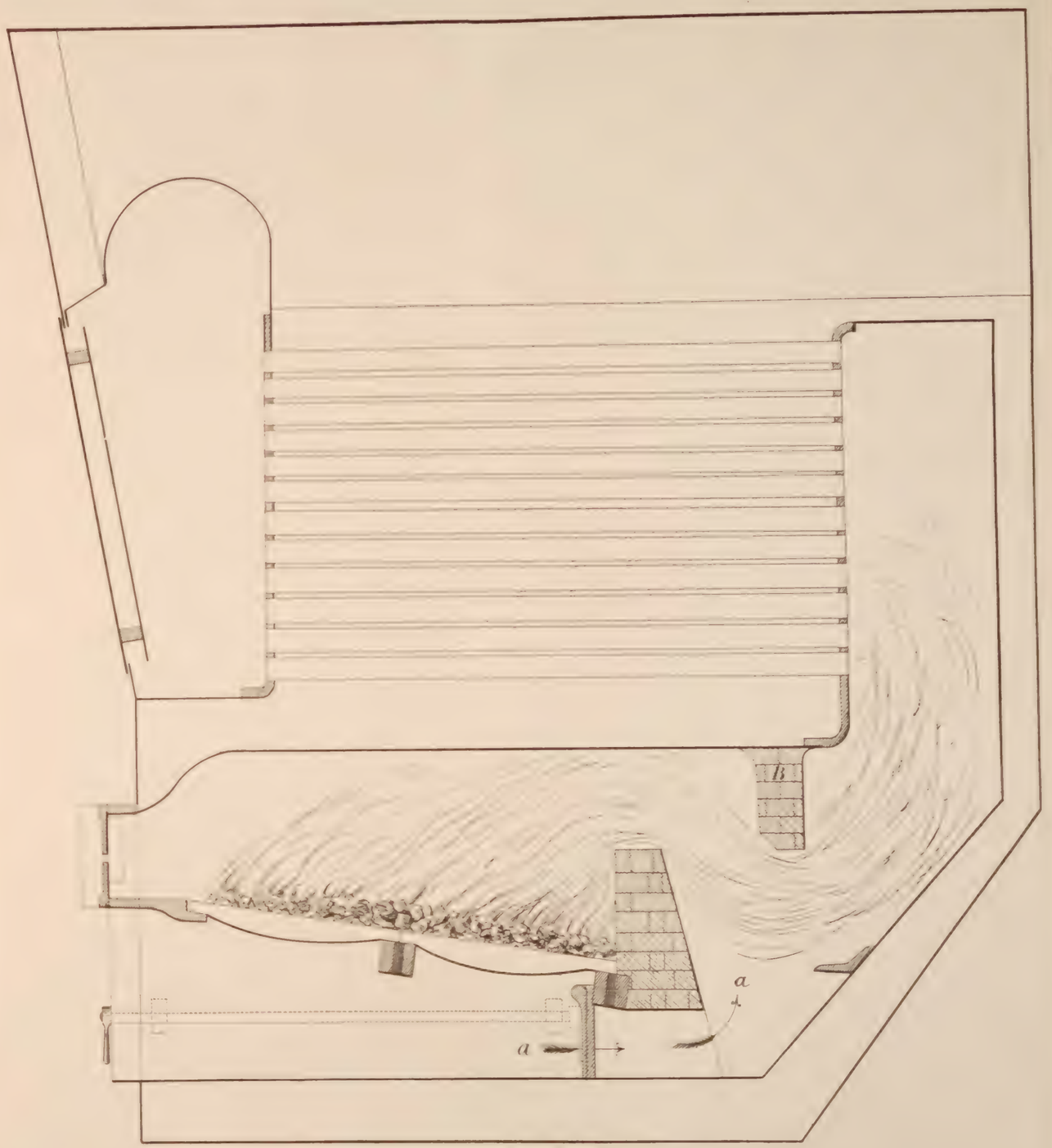
Enclosure in Letter of 26th June 1869.

(B)

H. M. S. LUCIFER.



x, x, are hinges on which the slide-frame turns, when it is desired to draw the ashes.



a, a, Indicate course of air admitted by bridge-slides.
B, Proposed hanging bridge.

REPORT on the Trial of Coal in Her Majesty's Steamer "Lucifer," dated 26th July 1869.

(No. 756.)

REPORT on the Trial of Coal in Her Majesty's Steamer "Lucifer," dated 26th July 1869.

Steam Reserve Office, Portsmouth,
26 July 1869.

Sir,

Five Enclosures.

In transmitting the enclosed tabular statements of the results of the fifth and sixth trials of fuel and of prevention of smoke in Her Majesty's steam vessel "Lucifer," I have to remark that these trials were made on the same two-third grate surface as in the second, third, and fourth experiments.

Powell Duffryn (Welsh) steam coal was used on the fifth trial, the result being that 13·2 cwt. per hour was burned, giving 17·25 revolutions per minute.

The Sherdley (Lancashire) steam coal was used on the sixth trial, when 15·7 cwt. of coal was burned per hour, giving 18·176 revolutions per minute.

On this last trial air was admitted to the furnaces from the door and bridge slides at once for one hour, which increased unduly the comparative consumption of this coal. The effect of admitting air at the same time from the bridge and door slides, *i. e.*, both beyond the fire and over the fire, was to increase the consumption of coal from 13 to 17 cwt. and to lower the steam from ten to five pounds. When the door slides were shut, the steam rose again rapidly to 10 lbs.

The method adopted of recording, by a numerical scale, the total amounts of smoke is accurate enough as a means of comparison between different kinds of coal; I think, however, that the numbers attached to the denser volumes, *i. e.*, 7, 6 and 5, should have been relatively higher as a measure of the value of the means of preventing smoke. The total of 23·3 does not convey an accurate idea of the excessive quantity of smoke produced in the hour, recorded by that number, compared with the amount of smoke produced in the five following hours, shown by the numbers 9·6 and 6·16. (*See* back of table of smoke observations, sixth experiment).

There has been no Hastings Hartley coal in store until this week, and it will be tried for six hours in the "Lucifer" on the 28th instant, weather permitting.

I have, &c.

Rear Admiral A. Cooper Key, C. B., Superintendent.

(signed) *Edward B. Rice,*
Captain in charge of Reserve.

Forwarded. These trials will be continued this day.

(signed) *A. Cooper Key,*
Admiral Superintendent.

28 July.

Enclosure to Letter of 26 July 1869.

"LUCIFER."

TRIAL No. 5.—TRIAL of Powell Duffryn's Welsh Coal on Board Her Majesty's Ship "Lucifer," 9 July 1869.

Time.	Steam.	Vacuum.	Revolutions. Total.	Revolutions. Each Hour.	Revolutions. Per Minute.	Mean Pressure.	Indicated Horse Power.	Coals Burnt.	Coals burnt per Hour per Indicated Horse Power.	Ashes Made.	Temperatures. Engine Room.	Temperatures. Stoke Hole.	REMARKS.
	Lbs.	*Inches.*	*No.*	*No.*	*No.*	*Lbs.*		*Cwts.*	*Lbs.*	*Lbs.*	*Deg.*	*Deg.*	
11 a.m.	5·95	27	938	938	15·63	12·67	232·687	11·875	5·715	–	—	—	
12 noon.	9·37	27	1,963	1,025	17·08	15·625	313·578	15·437	5·513	–	70	81	
1 p.m.	9·75	27	3,023	1,060	17·66	16·207	336·303	13·062	4·35	294	—	—	
2 „	9·75	26·75	4,108	1,085	18·08	15·015	318·978	13·035	4·576	–	73	90	
3 „	9·66	27	5,150	1,042	17·36	14·925	304·44	13·357	4·913	–	—	—	
4 „	9·75	27	6,212	1,062	17·7	16·55	344·198	12·312	4·006	349	72	91	
Total -	54·23	161·75	–	6,212	103·51	90·992	1850·184	79·078	29·073				
Mean -	9·04	26·96	–	1035·3	17·25	15·165	308·364	13·179	4·845				
									After fires were drawn - - -	218			

Average pressure of steam per hour - - - - - - - -	9·04 lbs.	Total amount of coals burnt - - - - - - - - -	8,857 lbs.
„ number of revolutions per minute - - - - - -	17·25	„ amount of clinker made - - - - - - - - -	208 lbs.
„ consumption of coal per hour - - - - - - -	13·179 cwt.	„ amount of ashes made - - - - - - - - -	861 lbs.
„ amount of ashes made per hour - - - - - -	143·5 lbs.	„ amount of soot made - - - - - - - - -	143 lbs.
„ horse-power - - - - - - - - - - -	308·364	Per-centage of clinker and ash made - - - - - -	12·03
„ indicated pressure - - - - - - - - - -	15·165 lbs.		
„ coals burnt per indicated horse power per hour - - -	4·845 lbs.		

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved,
Edw. B. Rice, Captain of Steam Reserve.

Enclosure to Letter of 26 July 1869.

"LUCIFER."

FIFTH EXPERIMENT.—TRIAL of Powell Duffryn's Steam Coal on Board Her Majesty's Ship "Lucifer," 9 July 1869.

Time of Firing.	Time taken from Opening of Furnace Doors. State of Smoke at that Time as per Number.													Interval of No Smoke during Ten Minutes.	Position of Door Slides.	Position of Bridge Slides.	REMARKS.
		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.					
H. M.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.		M. S.			
10 0 a.m.	1 0	2	2 0	1	3 0	0	–	–	–	–	–	–		7 0	Shut	Shut	
10 10 „	1 0	2	2 0	1	3 0	0	–	–	–	–	–	–		7 0	„	„	
10 20 „	1 0	2	2 0	1	3 20	0	7 0	2	8 0	1	9 30	0		0 30	„	„	Levelling fires.
10 30 „	1 0	2	1 30	1	2 0	0	–	–	–	–	–	–		8 0	„	„	Coals, small.
10 40 „	1 10	2	2 0	1	2 30	0	–	–	–	–	–	–		7 30	„	„	
10 50 „	1 0	2	5 0	1	6 0	0	–	–	–	–	–	–		4 0	„	„	
11 0 „	1 0	2	4 0	1	5 0	0	–	–	–	–	–	–		5 0	„	Half open for 5 min.	
11 10 „	1 0	2	5 0	1	6 0	0	–	–	–	–	–	–		4 0	„	„	
11 20 „	1 0	2	1 40	1	2 45	0	–	–	–	–	–	–		7 15	„	„	
11 30 „	1 0	2	2 0	1	2 30	0	–	–	–	–	–	–		7 30	„	„	
11 40 „	1 0	2	5 0	1	6 0	0	–	–	–	–	–	–		4 0	„	„	Pricking fires.
11 50 „	1 0	2	2 0	1	2 45	0	–	–	–	–	–	–		7 15	„	„	
12 0 „	1 0	1	1 30	0	–	–	–	–	–	–	–	–		8 30	„	„	
12 10 p.m.	0 30	1	1 0	0	–	–	–	–	–	–	–	–		9 0	„	„	
12 20 „	1 0	1	2 0	0	–	–	–	–	–	–	–	–		8 0	„	„	
12 30 „	1 0	2	2 30	1	3 0	0	–	–	–	–	–	–		7 0	„	„	
12 40 „	1 20	2	1 30	1	2 0	0	–	–	–	–	–	–		8 0	„	„	
12 50 „	1 0	2	3 0	1	4 0	0	5 0	2	5 20	1	6 0	0		4 0	„	„	Pricking fires.
1 0 „	1 0	3	3 0	2	4 0	1	5 0	0	6 0	1	8 0	0		2 0	„	Shut	
1 10 „	1 0	3	2 0	2	3 0	1	3 30	0	–	–	–	–		6 30	„	„	
1 20 „	1 0	2	2 0	1	5 0	0	–	–	–	–	–	–		5 0	„	„	Ship before the wind.
1 30 „	1 0	2	7 0	1	8 30	0	–	–	–	–	–	–		1 30	„	„	Pricking fires.

1 40 „	1 0	2	2 0	1	7 0	0	–	–	–	–	–	–	3 0	„	„			
1 50 „	1 0	3	2 0	2	3 0	1	4 30	0	–	–	–	–	5 30	„	„			
2 0 „	1 0	2	5 0	1	6 0	0	–	–	–	–	–	–	4 0	„	„			
2 10 „	1 0	2	3 0	1	4 0	0	–	–	–	–	–	–	6 0	„	„			
2 20 „	1 0	2	3 0	1	6 0	0	–	–	–	–	–	–	4 0	„	„			
2 30 „	1 0	2	3 0	1	6 0	0	–	–	–	–	–	–	4 0	„	„			
2 40 „	1 0	3	5 2	2	5 30	1	6 0	0	–	–	–	–	4 0	„	„	Pricking fires.		
2 50 „	1 0	3	2 0	2	3 0	1	4 0	0	–	–	–	–	6 0	„	„			
3 0 „	1 0	1	1 30	0	–	–	–	–	–	–	–	–	8 30	open for 5 min.	„			
3 10 „	1 0	1	1 30	0	–	–	–	–	–	–	–	–	8 30	„	„			
3 20 „	1 0	1	3 0	0	–	–	–	–	–	–	–	–	7 0	„	„			
3 30 „	1 0	1	1 30	0	6 0	1	6 15	0	–	–	–	–	3 45	„	„	Pricking fires.		
3 40 „	1 0	1	1 30	0	–	–	–	–	–	–	–	–	8 30	„	„			
3 50 „	1 0	2	2 0	1	3 0	0	–	–	–	–	–	–	7 0	„	„			
Total Smoke Numbers		69	–	33	–	6	–	4	–	3	–	0						

N.B.—In reading this Table the figures must be read from left to right, and not vertically.

Definition of Numbers.

No. 0.—No smoke visible.
„ 1.—Smoke just visible.
„ 2.—Light brown, fully visible.
„ 3.—Brown; sky visible through the smoke.

No. 4.—Brown smoke, nearly opaque.
„ 5.—Dark brown, opaque.
„ 6.—Black smoke.
„ 7.—Dense black smoke.

	H.	M.	S.
Duration of smoke at different densities	2	31	45
Length of time when no smoke	3	28	15

Volume of smoke represented by 3·194.

Column 1st.	69
„ 2nd	33
„ 3rd	6
„ 4th	4
„ 5th	3
Number of observations	36) 115 (3·194
	108
	70
	36
	340
	324
	160
	144
	16

Approved,
Edward B. Rice,
Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Enclosure to Letter of 26 July 1869.

"LUCIFER."

TRIAL No. 6.—TRIAL of Sherdley Lancashire Steam Coal on Board Her Majesty's Ship "Lucifer," 16 July 1869.

Time.	Steam.	Vacuum.	Revolutions.			Mean Pressure.	Indicated Horse Power.	Coals burnt.	Coals burnt per Hour per indicated Horse Power.	Ashes made.	Temperatures.		REMARKS.
			Total.	Each Hour.	Per Minute.						Engine Room.	Stoke Hole.	
H. M.	*Lbs.*	*Inches.*	*No.*	*No.*	*No.*	*Lbs.*		*Cwts.*	*Lbs.*	*Lbs.*	*Deg.*	*Deg.*	
11 30 a.m.	9·16	27	1,072	1,072	17·86	15·842	332·452	15·58	5·248	—	—	—	
12 30 p.m.	9·62	27	2,176	1,104	18·4	16·172	349·638	13·178	4·221	- -	82	100	
1 30 „	8·37	27	3,219	1,043	17·4	14·525	296·963	17·535	6·613	137	–	–	Door and bridge slides open; steam fell to 5 lbs.
2 30 „	9·75	26·5	4,326	1,107	18·45	15·287	331·403	16·401	5·542	- -	86	101	Door slides shut; bridge ditto open; steam rose rapidly to 10 lbs.
3 30 „	9·62	27·5	5,427	1,101	18·35	15·4	332·043	15·035	5·071	—	—	—	
4 30 „	9·75	27·25	6,543	1,116	18·6	15·407	336·719	16·571	5·511	237	99	100	Fires getting dirty.
Total - -	56·27	162·25	–	6,543	109·06	92·633	1979·218	94·3	32·206				
Mean - -	9·38	27·04	–	1090·5	18·176	15·439	329·869	15·716	5·367				
										After fires were drawn - - -	480		

Average pressure of steam per hour - - - - - - -	9·38 lbs.	Total amount of coals burnt - - - - - - - - -	10,562 lbs.
„ number of revolutions per minute - - - - - -	18·176	„ „ clinker made - - - - - - - - -	358 „
„ consumption of coal per hour - - - - - - -	15·716 cwts.	„ „ ashes made - - - - - - - - -	854 „
„ amount of ashes made per hour - - - - - -	142·3 lbs.	„ „ soot made - - - - - - - - -	134 „
„ horse-power - - - - - - - - - - -	329·869	Per-centage of clinker and ash - - - - - - - -	11·4
„ indicated pressure - - - - - - - - -	15·439 lbs.		
Coals per indicated horse-power per hour - - - - - -	5·367 lbs.		

Approved,
Edw. B. Rice,
Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Enclosure to Letter of 26 July 1869.

"LUCIFER."

SIXTH EXPERIMENT.—TRIAL of Sherdley Lancashire Steam Coal on board Her Majesty's Ship "Lucifer," 16 July 1869.

Time of Firing.	Times taken from Opening of Furnace Doors, and State of Smoke at that Time, as per Number.												Total Amount of Smoke in each Position of Slides.		Interval of no Smoke during 10 Minutes.	Interval of no Smoke during each Position of Slides.		Position of Door Slides.	Position of Bridge Slides.	REMARKS.
		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.								
H. M.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.			M. S.	M. S.				
10 30 a.m.	1 0	4	2 0	3	2 50	2	3 15	1	4 0	0	–	–	10		6 0			Shut	Shut	Excessive smoke caused by door and bridge slides being shut.
10 40 „	1 30	6	4 0	5	6 30	4	7 0	3	9 30	2	10 0	1	21		–			„	„	
10 50 „	1 0	7	2 0	3*	3 0	7	4 0	6	6 30	5	10 0	4	32	140	–	6 0		„	„	
11 0 „	1 15	7	5 30	6	6 15	5	8 0	4	8 45	3	10 0	2	27		–			„	„	
11 10 „	1 5	7	4 0	6	5 0	4	6 0	3	7 0	2	10 0	1	23		–			„	„	
11 20 „	1 30	7	6 0	6	6 45	5	7 30	4	8 0	3	10 0	2	27		–			„	„	
11 30 „	1 20	7	1 30	5	2 0	4	3 0	3	4 30	2	7 35	0	21		2 25			„	Open	Amount of smoke not accounted for.
11 40 „	1 30	4	3 30	3	5 0	2	6 0	1	8 0	0	–	–	10		2 0			„	„	Bridge slides raised in two furnaces.†
11 50 „	1 30	2	5 0	3	8 30	2	9 30	1	10 0	0	–	–	8		–			„	„	Pricking fires.
12 0 „	1 10	3	4 0	2	5 30	1	7 0	0	–	–	–	–	6	57	3 0	12 55		„	„	
12 10 p.m.	1 15	3	5 0	2	6 20	1	7 30	0	–	–	–	–	6		2 30			„	„	
12 20 „	1 0	3	3 0	2	5 10	1	7 0	0	–	–	–	–	6		3 0			„	„	
12 30 „	1 20	3	2 30	2	5 0	1	6 45	0	–	–	–	–	6		3 15			Open	„	Pricking fires.
12 40 „	1 10	3	2 0	2	5 0	1	6 20	0	–	–	–	–	6		3 40			„	„	Pricking fires.
12 50 „	1 10	3	2 0	2	4 0	1	5 40	0	–	–	–	–	6		4 20			„	„	Difficult to keep steam with door slides open.
1 0 „	1 0	2	4 30	1	5 10	0	–	–	–	–	–	–	3	37	4 50	16 5		„	„	
1 10 „	1 30	3	2 10	2	9 0	1	10 0	0	–	–	–	–	6		–			„	„	Pricking fires.
1 20 „	1 40	4	5 30	3	7 50	2	10 0	1	–	–	–	–	10		–			„	„	Pricking fires.

* One minute 15 seconds opened bridge slides; 2 minutes 15 seconds shut bridge slides. Slides open for one minute while passing to windward of Her Majesty's Ship "Monarch."
† Two gridiron slides removed, and aperture left completely open for remainder of trial.

N.B.—In reading this Table the figures must be read from left to right, and not vertically.

SIXTH EXPERIMENT.—Trial of Sherdley Lancashire Steam Coal on board Her Majesty's Ship "Lucifer," 16th July 1869—*continued.*

Time of Firing.	Times taken from Opening of Furnace Doors, and State of Smoke at that Time, as per Number.												Total Amount of Smoke in each Position of Slides.	Interval of no Smoke during 10 Minutes.	Interval of no Smoke during each Position of Slides.	Position of Door Slides.	Position of Bridge Slides.	REMARKS.
H. M.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.		M. S.	M. S.			
1 30 p.m.	1 20	4	5 0	3	5 30	4	6 0	3	7 30	2	10 0	1	17	–		Shut	Open	Bridge slides lowered in two furnaces.
1 40 "	1 10	4	2 30	3	4 0	2	5 0	1	5 30	*6	6 30	0	16	3 30		"	"	
1 50 "	1 40	4	4 40	7	5 0	3	6 30	2	7 10	1	8 0	0	17	2 0		"	"	Pricking fires.
2 0 "	1 0	7	3 30	6	4 20	3	5 10	2	6 0	1	7 0	0	19	3 0		"	"	
2 10 "	1 0	4	3 0	3	2 30	2	4 0	1	5 0	0	–	–	10	5 0		"	"	
2 20 "	1 0	4	5 30	3	6 0	2	7 0	1	7 30	0	–	–	10	2 30		"	"	Pricking fires.
2 30 "	1 0	3	1 25	2	2 0	0	–	–	–	–	–	–	5	8 0		"	"	
2 40 "	1 35	3	3 0	2	7 0	1	8 30	0	–	–	–	–	6	1 30		"	"	
2 50 "	0 50	3	4 30	2	6 0	1	6 30	0	–	–	–	–	6 (173)	3 30	66 30	"	"	Pricking fires.
3 0 "	1 0	4	3 0	3	5 30	2	7 0	1	8 0	0	–	–	10	2 0		"	"	
3 10 "	1 0	4	3 0	3	4 30	2	6 0	1	6 30	0	–	–	10	3 30		"	"	
3 20 "	1 0	4	1 30	3	4 0	2	6 0	1	7 0	0	–	–	10	3 0		"	"	Pricking fires.
3 30 "	0 50	3	3 0	2	5 0	1	6 30	0	–	–	–	–	6	3 30		"	"	
3 40 "	1 0	3	3 0	2	4 45	1	6 0	0	–	–	–	–	6	4 0		"	"	
3 50 "	1 0	3	2 30	2	3 45	1	5 0	0	–	–	–	–	6	5 0		"	"	
4 0 "	1 50	3	3 0	2	4 0	1	5 0	0	–	–	–	–	6	5 0		"	"	Pricking fires.
4 10 "	1 0	4	2 30	3	3 45	2	4 30	1	6 0	0	–	–	10	4 0		"	"	
4 20 "	1 0	2	2 0	1	2 30	0	–	–	–	–	–	–	3	7 30		"	"	

* 5 m. 10 s. shut bridge slides, 5 m. 40 s. opened them.

N.B.—In reading this Table the figures must be read from left to right, and not vertically.

Definition of Numbers.

No. 0. No smoke visible.
" 1. Smoke just visible.
" 2. Light brown, fully visible.
" 3. Brown, sky visible through the smoke.
No. 4. Brown smoke, nearly opaque.
" 5. Dark brown, opaque.
" 6. Black smoke.
" 7. Dense black smoke.

1st Hour.—Door and Bridge Slides shut.
Ratio of Smoke Numbers to Number of Observations . . . . $= \frac{140}{6} = 23 \cdot 3$

2nd Hour.—Door Slides shut and Bridge Slides open
Ratio of Smoke Numbers to Number of Observations . . . . $= \frac{57}{6} = 9 \cdot 5$

3rd Hour.—Door and Bridge Slides open.
Ratio of Smoke Numbers to Number of Observations . . . . $= \frac{37}{6} = 6 \cdot 16$

4th, 5th, and 6th Hours.—Door Slides shut and Bridge Slides open.
Ratio of Smoke Numbers to Number of Observations . . . . $= \frac{173}{18} = 9 \cdot 6$

In the second hour it is doubtful whether the first line is correct, which increases the total to 57, instead of about 47.
E. B. R.

	M. S.
1st Hour.—Door and Bridge Slides shut.	
Duration of Smoke at different densities	54 0
Length of Time when no Smoke	6 0
2nd Hour.—Door Slides shut, Bridge Slides open.	
Duration of Smoke at different densities	47 5
Length of Time when no Smoke	12 55
3rd Hour.—Door and Bridge Slides open.	
Duration of Smoke at different densities	43 55
Length of Time when no Smoke	16 5
4th, 5th, and 6th Hours.—Door Slides shut, Bridge Slides open.	
Duration of Smoke at different densities	113 30
Length of Time when no Smoke	66 30

G. *Murdoch*, Chief Inspector of Machiney Afloat.

Approved,
Edw. B. Rice, Captain of Steam Reserve.

(No. 796.) "Lucifer."

REPORT on the Trial of Coal in Her Majesty's Steamer "Lucifer," dated 2nd August 1869.

Sir, Steam Reserve, Portsmouth, 2 August 1869.

In transmitting the seventh report of trial of smoke-preventing arrangements in Her Majesty's steam vessel "Lucifer," I beg to observe that the results of these trials may be shortly stated as follows :—

1. By the admission of air through the ashpit and bridge, and so beyond the furnace, good North country coal may be burned with about the same amount of smoke, or perhaps rather more, as ordinary Welsh coal makes, in furnaces, not so fitted.

2. A mixture of North country and Welsh coal in equal quantities may be burned with less smoke than ordinary Welsh coal makes in furnaces not so fitted.

3. Ordinary Welsh coal may be burned with very little smoke indeed; by good North country coal I mean coal of the quality of Hastings Hartley; by ordinary Welsh coal, I mean the Welsh coal generally supplied to the service, and not such coal as is supplied to the royal yacht.

4. The grate surfaces of the furnace having been reduced by one-third, the Welsh coal was not equal to keeping steam perfectly. The mixture of equal parts, North country and Welsh coal, kept steam well. The North country coal kept steam perfectly.

5. The admission of air through the furnace doors, although it diminishes smoke, checks the generation of steam and increases the consumption of coal; *see* No. 6 trial. The admission of air behind the furnace, *i. e.* through the ashpit and bridge, diminishes smoke to a far greater amount (in the ratio of 9 to 3·6) than by admitting air through the door alone; it apparently does not check the generation of steam; a further experiment should be made to show whether the consumption of fuel is increased or not, I am not yet certain upon the point.

6. The consumption of north country coal, per hour, has been about one-eighth more than of Welsh.

7. The "Lucifer" is now being fitted with grate surfaces, three-fourths of the original size. This will take about 10 days, after which I propose to make two or three trials, for the purpose of burning Welsh coal alone, and also to ascertain whether this decreased grate surface will not admit of burning Welsh and North country coal more economically. We shall also find out whether the admission of air behind the furnace increases the consumption of fuel.

I have, &c.

Rear Admiral
A. Cooper Key, C.B.,
Superintendent.

(signed) *Edward B. Rice*,
Captain in Charge of Reserve.

P.S.—The original grate surface of "Lucifer's" furnaces was 86 square feet. These trials have been made on a grate surface of 57½ square feet, *i. e.*, two-thirds of the original surface.

The grate surfaces now fitting will be 65 feet, *i. e.*, three-fourths of the original surface, which it is believed will be the most suitable for general purposes.

The whole grate surface in the boilers is represented by these numbers.

E. R.

Forwarded.

4 August.

(signed) *A. Cooper Key*,
Admiral Superintendent.

Enclosure to Letter of 2 August 1869.

"LUCIFER."

TRIAL No. 7.—TRIAL of Hastings Hartley Steam Coal on board Her Majesty's Ship "Lucifer," 28 July 1869.

Time.	Mean Pressure per Hour of Steam.	Vacuum.	Revolutions.			Mean Pressure.	Indicated Horse Power.	Coals Burnt.	Coals used per Hour per indicated Horse Power.	Ashes made.	Temperature.		REMARKS.
			Total.	Each Hour.	Per Minute.						Engine Room.	Stoke Hole.	
H.	*Lbs.*	*Ins.*	*No.*	*No.*	*No.*	*Lbs.*		*Cwt.*	*Lbs.*	*Lbs.*	*Deg.*	*Deg.*	
1 p.m.	9·75	27	1,100	1,100	18·33	15·812	340·554	14·714	4·839	—	—	—	
2 „	9·46	27	2,178	1,078	17·96	15·575	328·679	18·142	6·182	–	82	88	
3 „	9·66	27	3,252	1,074	17·9	14·9	313·384	18·392	6·573	247	—	—	
4 „	9·16	27	4,308	1,056	17·6	15·442	319·34	16·553	5·805	–	78	86	
5 „	9·66	27	5,401	1,093	18·21	15·022	321·421	16·053	5·593	—	—	—	
6 „	9·75	26·75	6,510	1,109	18·48	15·53	337·218	15·214	5·053	180	76	89	
Total - -	57·44	161·75	–	6,510	108·48	92·281	1960·596	99·068	34·045				
Mean - -	9·57	26·96	–	1,085	18·08	15·38	326·766	16·511	5·674				
									After Fires were drawn - - - -	214			

Average pressure of steam per hour - - - - - - -	9·57 lbs.	Total amount of coals burnt - - - - - - - - -	11,088 lbs.
„ number of revolutions per minute - - - - - -	18·08	„ „ clinker made - - - - - - - -	209 „
„ consumption of coal per hour - - - - - - -	16·511 cwt.	„ „ ashes „ - - - - - - - -	641 „
„ horse power - - - - - - - - - -	326·766	„ „ soot „ - - - - - - - -	104 „
„ indicated pressure - - - - - - - - -	15·38 lbs.	Per-centage of clinker and ash - - - - - - - -	7·66
„ amount of ashes made per hour - - - - - -	106·8 lbs.		
Coals per indicated horse power per hour - - - - -	5·674 lbs.		

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved,
Edw. B. Rice,
Captain of Steam Reserve.

Enclosure to Letter of 2 August 1869.

"LUCIFER."

EXPERIMENT No. 7.—TRIAL of Hastings Hartley Steam Coal on board Her Majesty's Ship "Lucifer," 28 July 1869.

Time of Firing.	Time taken from Opening of Furnace Doors; State of Smoke at that Time, as per Number.																Total Amount of Smoke in each Position of Slides.		Interval of no Smoke during 10 Minutes.	Interval of no Smoke during each Position of Slides.	Position of Door Slides.	Position of Bridge Slides.	REMARKS.
H. M.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.			M. S.	M. S.			
12 0	1 0	4	4 0	3	6 0	2	8 0	1	9 0	0	- -	- -	10			1 0	- -	- Shut -	- Open.	
12 10	1 10	4	5 30	3	6 30	2	8 0	1	9 15	0	- -	- -	10			0 45	- -	- ,, -	- ,,	
12 20	1 0	5	4 0	4	6 0	3	7 10	2	8 0	1	9 30	0	15			0 30	- -	- ,, -	- ,,	
12 30	0 50	5	2 30	4	3 25	3	5 0	2	6 0	1	8 0	0	15			2 0	- -	- ,, -	- ,,	
12 40	1 0	5	3 30	4	4 0	3	5 45	2	8 20	1	10 0	0	15			- -	- -	- ,, -	- ,,	
12 50	1 0	5	2 45	4	3 30	3	4 30	2	6 0	1	8 0	0	15			2 0	- -	- ,, -	- ,,	
1 0	0 50	4	2 0	3	4 0	2	5 20	1	6 30	0	- -	- -	10			3 30	- -	- ,, -	- ,,	
1 10	1 30	5	2 50	4	4 30	3	7 0	2	9 0	1	10 0	0	15			- -	- -	- ,, -	- ,,	
1 20	1 0	5	3 0	4	4 30	3	6 30	2	8 30	1	10 0	0	15			- -	- -	- ,, -	- ,,	
1 30	1 0	4	2 30	3	5 0	2	7 30	1	9 0	0	- -	- -	10			1 0	- -	- ,, -	- ,,	
1 40	1 0	3	4 0	2	6 30	1	8 0	0	- -	- -	- -	- -	6			2 0	- -	- ,, -	- ,,	
1 50	1 30	4	2 50	3	7 30	2	8 0	1	9 0	0	- -	- -	10			1 0	- -	- ,, -	- ,,	
2 0	1 20	4	3 20	3	5 20	2	10 0	1	- -	- -	- -	- -	10			- -	- -	- ,, -	- ,,	
2 10	1 15	4	5 0	3	8 0	2	10 0	1	- -	- -	- -	- -	10			- -	- -	- ,, -	- ,,	
2 20	1 30	4	2 30	3	9 30	2	10 0	1	- -	- -	- -	- -	10			- -	- -	- ,, -	- ,,	
2 30	1 0	5	4 30	4	5 0	3	7 30	2	9 0	1	10 0	0	15			- -	- -	- ,, -	- ,,	
2 40	1 0	4	4 30	3	6 30	2	10 0	1	- -	- -	- -	- -	10			- -	- -	- ,, -	- ,,	
2 50	1 30	5	3 30	4	5 0	3	8 10	2	10 0	1	- -	- -	15	432		- -	- -	- ,, -	- ,,	
3 0	1 20	5	2 30	2	7 0	1	10 0	0	- -	- -	- -	- -	8			- -	23 15	- ,, -	- ,, -	Raised bridge slide doors.
3 10	1 30	2	5 0	3	7 0	2	10 0	1	- -	- -	- -	- -	8			- -	- -	- ,, -	- ,, -	Lowered bridge slide doors.
3 20	1 30	5	3 30	4	4 30	3	6 0	2	7 30	1	10 0	0	15			- -	- -	- ,, -	- ,,	
3 30	1 30	4	2 30	3	5 0	2	7 20	1	8 10	0	- -	- -	10			1 50	- -	- ,, -	- ,,	
3 40	1 20	5	3 0	4	4 0	3	7 0	2	9 0	1	10 0	0	15			- -	- -	- ,, -	- ,,	
3 50	1 20	4	2 30	3	6 30	2	10 0	1	- -	- -	- -	- -	10			- -	- -	- ,, -	- ,, -	Pricking fires.
4 0	1 0	4	3 0	3	6 0	2	8 0	1	9 0	0	- -	- -	10			1 0	- -	- ,, -	- ,, -	- ditto.
4 10	1 0	4	3 30	3	6 0	2	7 30	1	9 0	0	- -	- -	10			1 0	- -	- ,, -	- ,,	
4 20	1 0	4	2 30	3	6 20	2	9 0	1	10 0	0	- -	- -	10			- -	- -	- ,, -	- ,,	
4 30	1 0	5	2 50	4	4 0	3	6 10	2	7 45	1	9 0	0	15			1 0	- -	- ,, -	- ,,	
4 40	1 0	5	3 20	4	4 50	3	7 0	2	8 20	1	10 0	0	15			- -	- -	- ,, -	- ,,	
4 50	0 50	4	2 50	3	5 20	2	6 40	1	7 20	0	- -	- -	10			2 40	- -	- ,, -	- ,,	
5 0	0 50	5	4 0	4	5 0	3	7 30	2	9 30	1	10 0	0	15			- -	- -	- ,, -	- ,,	
5 10	1 0	4	3 20	3	5 10	2	8 0	1	10 0	0	- -	- -	10			- -	- -	- ,, -	- ,,	
5 20	1 0	4	3 0	3	5 20	2	8 0	1	10 0	0	- -	- -	10			- -	- -	- ,, -	- ,,	
5 30	1 0	5	3 15	4	4 30	3	6 20	2	8 0	1	10 0	0	15			- -	- -	- ,, -	- ,,	
5 40	1 0	5	2 0	4	4 0	3	5 10	2	6 30	1	8 0	0	15			2 0	- -	- ,, -	- ,,	
5 50	1 0	5	3 30	4	5 0	3	7 0	2	8 10	1	10 0	0	15			- -	- -	- ,, -	- ,,	

N.B.—In reading this Table the figures are to be read from left to right, and not vertically.

Denomination of Numbers.

No. 0. No smoke visible.
,, 1. Smoke just visible.
,, 2. Light brown, fully visible.
,, 3. Brown, sky visible through the smoke.
No. 4. Brown smoke, nearly opaque.
,, 5. Dark brown, opaque.
,, 6. Black smoke.
,, 7. Dense black smoke.

Door Slides shut, and Bridge Slides open.

Ratio of Smoke Numbers to Number of Observations - - - - - - - - - - - - - - - - $\frac{432}{36}=12$

Door Slides shut, and Bridge Slides open.

	H.	M.	S.
Duration of smoke at different densities	5	36	45
Length of time of no smoke	0	23	15

Note.—This Table shows nearly continuous smoke of different densities, the greatest amounts immediately after firing varying from 4 to 5; the admission of air through the bridges effectually disposes of the heavy dense black smokes represented by the numbers 6 and 7. I do not think it will be possible to burn North country coal only, without making as much smoke as *ordinary* Welsh coal makes without the bridge apertures. The consumption of Hastings Hartley coal on this occasion was 16½ cwt. per hour, exceeding by 1½ cwt. per hour the consumption of equal parts of Welsh and North country coal on the second trial (22nd May), but with a difference of 4½ per cent. more power for the coal used, in favour of the North country coal alone.

G. Murdoch, Chief Inspector of Machinery Afloat

Approved,
Edw. B. Rice, Captain of Steam Reserve.

"LUCIFER."

(No. 876.)

REPORT on the Trial of Coal in Her Majesty's Steamer "Lucifer," dated 23rd August 1869.

Steam Reserve, Portsmouth,
23 August 1869.

Sir,

I BEG to transmit reports of the 8th, 9th, and 10th experiments in Her Majesty's ship "Lucifer."

The total area of grate surface was 64·5 feet. The area of the gridiron slide apertures under the bridge was 310 square inches. The tracing attached to the reports shows the arrangement (on scale) of the furnaces on these three last trials.

The results may be shortly stated thus; —— Welsh coal was burned on this reduced grate surface (three-fourths of the original area) and produced, as compared with the 1st trial, one revolution per minute more (19·29) with an increased expenditure of 1½ cwt. of coal per hour (14·5 cwt. per hour).

The smoke with the bridge apertures open was very small in amount. The quantity of smoke was much increased when the apertures were closed, as will be seen by the smoke report sheet.

The 9th trial, with half Welsh and half North country coal, gave 19·45 revolutions per minute, with an expenditure of 17·06 cwt. per hour. The smoke was very little more in quantity than in the 8th trial.

The 10th trial was made with North country coal alone; the engines made 20·4 revolutions per minute; the consumption of coal being 20·16 cwt. per hour; the smoke was rather more than double of that made with Welsh coal alone; the bridge slides being open in both cases.

Welsh coal burned with the bridge air passage closed, makes three-fourths the amount of smoke of North country coal, burned with the bridge air passages open.

It appears by this arrangement of furnaces that either Welsh, mixed, or North country coal can be burned with advantage in all cases as to generation of steam; but with an increased expenditure of fuel.

I have, &c.

Rear Admiral A. C. Key, C.B., F.R.S,
Superintendent.

(signed) *Edward B. Rice*,
Captain in Charge of Reserve.

Forwarded,

I have witnessed during one day's trial, the effect of the admission of air behind the bridg e,on the amount of smoke visible; and can testify to the great reduction caused almost instantaneously by opening the air passages.

This operates equally well with every description of coal used as regards the amount of smoke visible, and if North country coal is to be used to any extent in Her Majesty's ships, I recommend an extended trial of this plan.

I need scarcely draw attention to the large consumption of North country coal as compared with Welsh coal which will certainly increase the annual expenditure if North country is used in *large proportions*, while it must be borne in mind that this coal occupies about 4 or 5 per cent more space.

I consider, however, that the proportion now established for the service will be found very suitable.

(signed) *A. Cooper Key*,
Admiral Superintendent.

24 August 1869.

Enclosure to Letter of 23 August 1869.

"L U C I F E R."

TRIAL No. 8.—TRIAL of Powell's Duffryn Welsh Coal on board Her Majesty's Ship "Lucifer," 16 August 1869.

Total Area of Grate Surface = 64·5 Square Feet.

Time.	Steam.	Vacuum.	Revolutions. Total.	Revolutions. Each Hour.	Revolutions. Per Minute.	Mean Pressure.	Indicated Horse Power.	Coals Burnt.	Coals Burnt per hour per indicated Horse Power.	Ashes Made.	Temperature. Engine Room.	Temperature. Stoke Hole.	REMARKS.
H.	*Lbs.*	*Inches.*	*No.*	*No.*	*No.*	*Lbs.*		*Cwt.*	*Lbs.*	*Lbs.*	*Deg.*	*Deg.*	
11 a.m.	8·16	26·75	1,118	1,118	18·63	16·805	367·865	14·0	4 262	—	—	—	
2 „	9·04	26·75	2,270	1,152	19·20	15·870	358·027	14·5	4·535	-	85	94	
1 p.m.	9·91	27·00	3,445	1,175	19·58	16·055	369·369	13·5	4·093	205	—	—	
2	7·41	27·50	4,563	1,118	18·63	13·875	303·727	16·5	6·084	-	86	110	*See* smoke sheet.
3 „	10·00	26·50	5,749	1,186	19·76	16·660	386·811	15·5	4·487	—	—	—	
4 „	10·00	26·50	6,946	1,197	19·95	16·050	376·232	13·0	3·869	386	86	110	
Total -	54·52	161·00	–	6,946	115·75	95·315	2162·031	87·0	27·330				
Mean -	9·08	26·83	–	1157·6	19·29	15·885	360·338	14·5	4·555				
										After Fires were drawn - - -	256		

Average pressure of steam per hour - - - - - - - -	9·08 lbs.	Total amount of coals burnt - - - - - - - - -	9,744 lbs.
„ number of revolutions per minute - - - - - -	19·29 „	„ clinker made - - - - - - - - -	180 „
„ consumption of coal per hour - - - - - - -	14·5 cwt.	„ ashes made - - - - - - - - -	847 „
„ amount of ashes made - - - - - - - - -	141 lbs.	„ soot made - - - - - - - - -	120 „
„ horse power - - - - - - - - - -	360·338 „	Per-centage of clinker and ash - - - - - - - -	10·53
„ indicated pressure - - - - - - - - -	15·885 „		
Coals per indicated horse power per hour - - - - - -	4·555 „		

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved,
Edw. B. Rice,
Captain of Steam Reserve.

Enclosure to Letter of 23 August 1869.

"LUCIFER."

EIGHTH EXPERIMENT.—TRIAL of Powell's Duffryn Steam Coal on Board Her Majesty's Ship "Lucifer," 16th August 1869.

Time of Firing.	Time taken from Opening of Furnace Doors. State of Smoke at that Time, as per Number.										Total Amount of Smoke in each Position of Slides.		Interval of no Smoke during each Firing.	Interval of no Smoke in each Position of Slides.	Position of Door Slides.	Position of Bridge Slides.	REMARKS.
	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke No.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.	M. S.	Amount of Smoke. No.							
H. M. S.													M. S.	M. S.			
10 0 0 a.m.	1 20	3	2 0	2	5 0	1	6 0	0	–	–	6		4 0	–	shut	shut –	Commenced to fire at intervals of 10 minutes.
10 10 0 „	0 45	3	1 15	2	2 40	1	4 0	0	–	–	6		6 0	–	„	„	
10 20 0 „	0 55	3	1 45	2	4 5	1	5 20	0	–	–	6		4 40	–	„	„	
10 30 0 „	0 55	4	1 10	3	1 55	2	3 0	1	4 30	0	10	40	5 30	28 55	„	„	
10 40 0 „	0 55	3	2 0	2	4 0	1	4 55	0	–	–	6		5 5	–	„	„	
10 50 0 „	1 10	3	3 0	2	4 50	1	6 20	0	–	–	6		3 40	–	„	„	
11 0 0 „	1 0	4	1 30	3	2 0	2	3 0	1	4 0	0	10		6 0	–	„	¼ open	M. S. 1 30 half opened bridge slides.
11 10 0 „	0 55	3	1 30	2	1 50	1	2 30	0	–	–	6		7 30	–	„	„	3 0 set bridge slides to ¼ open.
11 20 0 „	0 55	2	1 55	1	2 35	0	–	–	–	–	3		7 25	–	„	„	
11 30 0 „	0 45	2	1 20	1	1 30	0	–	–	–	–	3		8 30	–	„	„	
11 40 3 „	1 0	2	1 50	1	3 15	0	–	–	–	–	3		6 45	–	„	„	
11 50 0 „	1 10	2	2 30	1	3 3	0	–	–	–	–	3		6 30	–	„	„	
12 0 0 „	0 50	2	2 0	1	3 10	0	–	–	–	–	3		6 50	–	„	„	
12 10 0 p.m.	0 45	2	1 15	1	2 30	0	–	–	–	–	3		7 30	–	„	„	
12 20 0 „	1 0	2	2 20	1	4 0	0	–	–	–	–	3		6 0	–	„	„	
12 30 0 „	0 54	2	1 45	1	3 20	0	–	–	–	–	3		6 40	–	„	„	
12 40 0 „	1 0	2	2 5	1	4 10	0	–	–	–	–	3		5 50	–	„	„	
12 50 0 „	1 20	2	1 55	1	4 30	0	–	–	–	–	3		5 30	–	„	„	
1 0 0 „	1 0	2	1 35	1	3 35	0	–	–	–	–	3		6 25	–	„	„	
1 10 0 „	1 5	2	2 5	1	3 15	0	–	–	–	–	3		6 45	–	„	„	
1 20 0 „	1 20	2	2 35	1	6 0	0	–	–	–	–	3		4 0	–	„	„	
1 30 0 „	1 20	2	4 0	1	–	–	–	–	–	–	3		–	–	„	„ –	Pricking fires.

1 34 0 „	1 35	2	3 0	1	4 30	0	–	–	–	–	3	130	1 30	–	„	„	Commenced to fire, as necessary in order to keep steam.
1 40 0 „	1 41	2	2 41	1	4 26	0	–	–	–	–	3		1 34	148 29	„	„	
1 46 0 „	1 30	2	2 45	1	4 0	0	–	–	–	–	3		3 0	–	„	„	
1 53 0 „	0 50	2	1 50	1	3 30	0	–	–	–	–	3		6 30	–	„	„	1.55, stopped engines; 1.57, engines started again. Revolutions allowed for stoppage.
2 3 0 „	2 0	2	3 30	1	8 0	0	–	–	–	–	3		0 30	–	„	„	
2 11 30 „	1 30	3	2 15	2	3 30	1	4 30	0	–	–	6		3 0	–	„	„	
2 19 0 „	1 45	3	2 30	2	3 15	1	4 0	0	–	–	6		5 30	–	„	„	
2 28 30 „	1 30	2	3 0	1	5 0	0	–	–	–	–	3		5 30	–	„	„	
2 39 0 „	2 0	2	4 0	1	5 0	0	–	–	–	–	3		1 0	–	„	„	Pricking fires.
2 45 0 „	1 45	3	2 30	2	3 45	1	4 30	0	–	–	6		2 30	–	„	„	
2 52 0 „	2 0	3	3 30	2	4 30	1	5 30	0	–	–	6		4 30	–	„	„	
3 2 0 „	2 0	2	3 30	1	5 0	0	–	–	–	–	3		2 30	–	„	„	
3 9 30 „	2 25	2	4 25	1	6 30	0	–	–	–	–	3		–	–	„	„	Pricking fires.
3 16 0 „	2 0	3	3 0	2	6 0	1	7 30	0	–	–	6		4 30	–	„	„	Pricking fires.
3 28 0 „	2 20	2	4 30	1	6 35	0	–	–	–	–	3		1 25	–	„	„	
3 36 0 „	2 10	2	3 20	1	4 10	0	–	–	–	–	3		6 20	–	„	„	
3 46 30 „	1 0	2	1 50	1	2 30	0	–	–	–	–	3		0 30	–	„	„	
3 49 30 „	2 0	2	6 30	1	–	–	–	–	–	–	3		–	–	„	„	
3 56 0 „	2 0	2	3 25	1	4 0	0	–	–	–	–	3		–	–	„	„	

N.B.—In reading this Table the figures are to be read from left to right, and not vertically.

Definition of Numbers.

No. 0.—No smoke visible.
No. 1.—Smoke just visible.
No. 2.—Light brown, fully visible.
No. 3.—Brown, sky visible through the smoke.
No. 4.—Brown smoke, nearly opaque.
No. 5.—Dark brown, opaque.
No. 6.—Black smoke.
No. 7.—Dense black smoke.

No. 8.—Coal Trial.

1st Hour.—Bridge and Door Slides Shut.

Ratio of smoke numbers to number of observations - - - - - - - - $\frac{40}{6} = 6{\cdot}66$.

2, 3, 4, 5, and 6 Hours.—Bridge Slides ¼ Open, Door Slides Shut.

Ratio of smoke numbers to number of observations - - - - - - - - $\frac{130}{35} = 3{\cdot}71$.

1st Hour.—Bridge and Door Slides Shut.

	H.	M.	S.
Duration of smoke at different densities - - - - - - - - -	0	31	5
Length of time when no smoke - - - - - - - - - -	0	28	55

2, 3, 4, 5, and 6 Hours.—Bridge Slides ¼ Open, Door Slides Shut.

Duration of smoke at different densities - - - - - - - - -	2	31	31
Length of time when no smoke - - - - - - - - - -	2	28	29

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved, *Edw. B. Rice*,
Captain of Steam Reserve.

Enclosure to Letter of 23 August 1869.

"LUCIFER."

TRIAL No. 9.—TRIAL of Half Powell's Duffryn and Half Hastings Hartley Steam Coal mixed on Board Her Majesty's Ship "Lucifer," 17th August 1869.

Total Area of Grate Surface=64·5 Square Feet.

Time from	Mean Pressure per Hour of Steam.	Vacuum.	Revolutions.			Mean Pressure.	Indicated Horse-power.	Coals Burnt.	Coals Burnt per Hour per Indicated Horse-power.	Ashes made.	Temperatures.		REMARKS.
			Total.	Each Hour.	Per Minute.						Engine Room.	Stoke Hole.	
H. M.	*Lbs.*	*Inches.*	*No.*	*No.*	*No.*	*Lbs.*		*Cwt.*	*Lbs.*	*Lbs.*	*Deg.*	*Deg.*	
10 15 a.m. to 11 15 „	8·16	26·75	1,137	1,137	18·95	15·075	335·663	18·5	6·172	—	—	—	
12 15 p.m.	10	26·75	2,330	1,193	19·88	17·1	399·438	17	4·766	–	82	98	
1 15 „	10	26·75	3,521	1,191	19·85	16·095	375·395	18·5	5.519	356	—	—	
2 15 „	9·37	26·75	4,703	1,182	19·7	15·565	360·29	20	6·217	–	82	82	*See* smoke sheet.
3 15 „	9·83	26·75	5,870	1,167	19·45	16·855	385·199	17	4·942	–	—	—	
4 15 „	8·79	26·75	7,004	1,134	18·9	15·8	350·878	15	4·787	380	86	88	
Total - -	56·15	160·5	- -	7,004	116·73	96·49	2206·863	106	32·403				
Mean - -	9·35	26·75	- -	1167·33	19·455	16·081	367·81	17·66	5·4				
									After fires were drawn - - - *Lbs.*	340			

Average pressure of steam per hour - - - - - - - -	9·35 lbs.	Total amount of coals burnt - - - - - - - - -	11,872 lbs.
„ number of revolutions per minute - - - - - - -	19·455	„ amount of clinker made - - - - - - - - -	180 lbs.
„ consumption of coal per hour - - - - - - - -	17·66 cwt.	„ amount of ashes made - - - - - - - - -	1,076 lbs.
„ amount of ashes made per hour - - - - - - -	179·33 lbs.	„ amount of soot made - - - - - - - - -	130 lbs.
„ horse-power - - - - - - - - - - - -	367·81	Per centage of clinker and ash - - - - - - - -	10·5 lbs.
„ indicated pressure - - - - - - - - - -	16·081 lbs.		

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved, *Edw. B. Rice,*
Captain of Steam Reserve.

Enclosure to Letter of 23 August 1869.

"LUCIFER."

Ninth EXPERIMENT.—TRIAL of Half Powell's Duffryn and Half Hastings Hartley Steam Coals on Board Her Majesty's Ship "Lucifer," 17th August 1869.

Time of Firing.	Time taken from Opening of Furnace Doors. State of Smoke at that Time, as per Number.								Total Amount of Smoke in each Position of Slides.		Interval of no Smoke during each Firing.	Interval of no Smoke in each Position of Slides.	Position of Door Slides.	Position of Bridge Slides.	REMARKS.
		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.							
H. M.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.			M. S.	M. S.			
10 15 a.m.	1 15	2	2 0	1	3 0	0	–	–	3		7 0	–	shut	bare ½ open	
10 25 „	1 15	2	2 0	1	3 0	0	–	–	3		2 0	–	„	„	
10 30 „	2 10	2	4 0	1	4 30	0	–	–	3		0 30	–	„	„	
10 35 „	2 0	2	3 0	1	5 0	0	–	–	3		1 0	–	„	„	
10 41 „	1 0	3	3 0	2	4 35	1	6 0	0	6	36	–	11 55	„	„	
10 47 „	0 45	3	2 0	2	3 45	1	5 0	0	6		–	–	„	„	
10 52 „	0 45	3	2 0	2	3 45	1	4 0	0	6		1 0	–	„	„	
10 57 „	0 45	3	2 45	2	3 40	1	4 35	0	6		0 25	–	„	„	
11 2 „	1 10	3	2 25	2	3 45	1	5 10	0	6		0 50	–	„	full ½ open	
11 8 „	0 45	3	2 25	2	3 40	1	4 30	0	6		4 30	–	„	„	
11 17 „	1 0	2	3 15	1	4 25	0	–	–	3	21	3 35	9 55	„	„	
11 25 „	0 45	3	3 0	2	5 20	1	8 0	0	6		1 0	–	„	„	
11 34 „	1 0	2	1 50	1	2 30	0	–	–	3		11 30	–	„	wide open	
11 44 „	1 10	1	2 55	0	- -	–	–	–	1		6 5	–	„	„	
11 53 „	1 30	2	2 0	1	2 15	0	–	–	3		4 45	–	„	„	Pricking fires.
12 5 p.m.	1 35	2	5 0	1	6 15	0	–	–	3		7 45	–	„	„	
12 19 „	1 10	2	2 25	1	3 0	0	–	–	3		6 0	–	„	„	Engines stopped at 12.24; Engines started at 12.26. Revolutions allowed for stoppage.
12 28 „	0 45	3	1 45	2	2 30	1	5 0	0	6		2 0	–	„	„	
12 35 „	1 0	2	2 0	1	3 30	0	–	–	3		3 30	–	„	„	
12 42 „	1 40	2	3 20	1	5 0	0	–	–	3		5 0	–	„	„	
12 52 „	2 0	1	2 45	0	- -	–	–	–	1		6 15	–	„	„	
1 1 „	0 45	3	1 30	2	2 20	1	3 35	0	6		2 25	–	„	„	
1 7 „	0 55	2	2 0	1	3 10	0	–	–	3	122	2 50	–	„	„	
1 13 „	1 0	3	1 40	2	2 20	1	4 15	0	6		4 45	–	„	„	
1 22 „	1 10	2	1 40	1	2 40	0	–	–	3		3 20	–	„	„	
1 28 „	1 5	3	2 10	2	3 20	1	5 25	0	6		0 35	–	„	„	
1 34 „	1 30	2	4 0	1	6 0	0	–	–	3		2 0	–	„	„	Pricking fires.
1 42 „	1 0	2	3 35	1	7 30	0	–	–	3		0 30	–	„	„	
1 50 „	1 40	3	4 30	2	5 35	1	7 30	0	6		1 30	–	„	„	
1 59 „	1 20	2	2 20	1	4 30	0	–	–	3		1 30	116 45	„	„	
2 5 „	1 10	2	3 15	1	5 25	0	–	–	3		2 35	–	„	„	
2 13 „	1 45	2	2 30	1	4 30	0	–	–	3		2 30	–	„	„	
2 20 „	1 30	2	3 10	1	5 0	0	–	–	3		6 0	–	„	„	

N.B.—In reading this Table the figures are to be read from left to right, and not vertically.

Ninth Experiment.—Trial of Half Powell's Duffryn and Half Hastings Hartley Steam Coals on Board Her Majesty's Ship "Lucifer," 17th August 1869—*continued.*

Time of Firing.	Time taken from Opening of Furnace Doors. State of Smoke at that Time, as per Number.								Total Amount of Smoke in each Position of Slides.		Interval of no Smoke during each Firing.	Interval of no Smoke in each Position of Slides.	Position of Door Slides.	Position of Bridge Slides.	REMARKS.
		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.							
H. M.	M. S.	*No.*	M. S.	*No.*	M. S.	*No.*	M. S.	*No.*			M. S.				
2 31 p.m.	1 20	3	3 20	2	4 40	1	8 0	0	6		1 0	–	shut	wide open.	
2 40 „	1 0	2	3 30	1	4 20	0	–	–	3		2 40	–	„	„	
2 47 „	1 20	3	2 45	2	3 40	1	6 15	0	6		3 45	–	„	„	
2 57 „	1 10	3	3 30	2	4 30	1	6 30	0	6		4 30	–	„	„	Pricking fires.
3 8 „	1 0	2	3 0	1	4 25	0	–	–	3		0 35	–	„	„	
3 13 „	0 50	2	2 20	1	6 15	0	–	–	3		0 45	–	„	„	
3 20 „	0 50	2	2 20	1	5 20	0	–	–	3	122	1 40	–	„	„	
3 27 „	1 30	3	3 30	2	4 0	1	5 45	0	6		2 15	–	„	„	
3 35 „	1 0	2	2 40	1	4 5	0	–	–	3		1 55	–	„	„	
3 41 „	1 25	2	2 45	1	8 0	0	–	–	3		—	–	„	„	
3 49 „	1 15	2	2 15	1	4 20	0	–	–	3		3 40	–	„	„	
3 57 „	1 20	1	3 0	0	- -	–	–	–	1		6 0	–	„	„	
4 6 „	1 15	1	3 20	0	- -	–	–	–	1		4 40	–	„	„	
4 14 „	1 0	1	- -	–	- -	–	–	–	1		–	–	„	„	

N.B.—In reading this Table the figures are to be read from left to right, and not vertically.

Definition of Numbers.

No. 0.—No Smoke visible.
No. 1.—Smoke just visible.
No. 2.—Light brown, fully visible.
No. 3.—Brown, sky visible through the Smoke.
No. 4.—Brown Smoke nearly opaque.
No. 5.—Dark brown, opaque.
No. 6.—Black Smoke.
No. 7.—Dense black Smoke.

No. 9.—Coal Trial.

From 10.15 a.m. to 10.57 a.m., Door Slides shut and Bridge Slides barely half open.

Ratio of Smoke Numbers to Number of observations - - - - - - - $\frac{36}{6} = 4{\cdot}5$

From 10.57 a.m. to 11.25 a.m., Door Slides shut and Bridge Slides full half open.

Ratio of Smoke Numbers to Number of observations - - - - - - - $\frac{21}{4} = 5{\cdot}25$

From 11.25 a.m. to 4.15 p.m., Door Slides shut and Bridge Slides wide open.

Ratio of Smoke Numbers to Number of observations - - - - - - - $\frac{122}{35} = 3{\cdot}48$

From 10.15 a.m. to 10.57 a.m. Door Slides shut and Bridge Slides barely half open.

	H.	M.	S.
Duration of Smoke at different densities - - - - - - - - - - -	0	30	5
Length of Time when no Smoke - - - - - - - - - - - -	0	11	55

From 10.57 a.m. to 11.25 a.m., Door Slides shut and Bridge Slides full half open.

	H.	M.	S.
Duration of Smoke at different densities - - - - - - - - - - -	0	18	5
Length of Time when no Smoke - - - - - - - - - - - -	0	9	55

From 11.25 a.m. to 4.15 p.m., Door Slides shut and Bridge Slides wide open.

	H.	M.	S.
Duration of Smoke at different densities - - - - - - - - - - -	2	53	15
Length of Time when no Smoke - - - - - - - - - - - -	1	56	45

Approved, *Edw. B. Rice*,
Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Enclosure to Letter of 23 August 1869.

"LUCIFER."

TRIAL No. 10.—TRIAL of Hastings Hartley Steam Coal on board Her Majesty's Ship "Lucifer," 18th August 1869.

Total Area of Grate Surface=64·5 Square Feet.

Time, from 10·45 a.m. to 11·45 a.m.	Mean Pressure per Hour of Steam.	Vacuum.	Revolutions.			Mean Pressure.	Indicated Horse Power.	Coals burnt.	Coals burnt per Hour, per indicated Horse Power.	Ashes made.	Temperature.		REMARKS.
			Total.	Each Hour.	Per Minute.						Engine Room.	Stoke Hole.	
	Lbs.	*Inches.*	*No.*	*No.*	*No.*	*Lbs.*		*Cwt.*	*Lbs.*	*Lbs.*	*Deg.*	*Deg.*	
11·45 a.m.	10·25	26·75	1,211	1,211	20·2	16·42	389·728	22	6·322	—	—	—	
12·45 p.m.	10	26·5	2,458	1,247	20·78	17·265	421·543	20	5·313	–	88	94	
1·45 „	9·54	26·75	3,678	1,220	20·33	16·325	389·949	19	5·457	240	—	—	
2·45 „	10·29	26·75	4,886	1,208	20·13	16·755	396·301	21	5·934	–	88	100	*See* Smoke Sheet.
3·45 „	9·54	26·75	6,135	1,249	20·81	16·02	381·717	20	5·868	—	—	—	
4·45 „	8·75	26·75	7,345	1,210	20·16	15·57	368·822	19	5·769	390	89	104	
Total - -	58·37	160·25	- -	7,345	122·41	98·355	2,348·06	121	34·663				
Mean - -	9·728	26·708	- -	1,224·16	20·401	16·392	391·343	20·16	5·777				
									After Fires were drawn - - - *Lbs.*	284			

Average pressure of steam per hour - - - - - - -	9·728 lbs.	Total amount of coals burnt - - - - - - - - -	13,552 lbs.
„ number of revolutions per minute - - - - - -	20·401	„ „ of clinker made - - - - - - - - -	190 „
„ consumption of coal per hour - - - - - - - -	20·16 cwt.	„ „ of ashes made - - - - - - - - -	914 „
„ amount of ashes made per hour - - - - - - -	152·33 lbs.	„ „ of soot - - - - - - - - - -	95 „
„ horse power - - - - - - - - - -	391·343	Per-centage of clinker and ash - - - - -	8·146
„ indicated pressure - - - - - - - - -	16·392 lbs.		

Approved,

Edw. B. Rice,
Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Enclosure to Letter of 23 August 1869.

"LUCIFER."

TENTH EXPERIMENT.—TRIAL of Hastings Hartley Steam Coal on board Her Majesty's Ship "Lucifer," 18th August 1869.

Time of Firing.	Time taken from Opening of Furnace Doors. State of Smoke at that Time, as per Number.												Total Amount of Smoke in each Position of Slides.	Interval of no Smoke during each Firing.	Interval of no Smoke during each Position of Slides.	Position of Door Slides.	Position of Bridge Slides.	REMARKS.
		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.		Amount of Smoke.						
H. M. S.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.	M. S.	No.		M. S.	M. S.			
0 45 0 a.m.	1 45	6	2 45	5	3 0	4	3 20	3	4 45	2	5 0	1	21	5 0	–	Shut	Open.	
10 56 0 „	2 10	2	7 0	1	–	–	–	–	–	–	–	–	3	–	–	„	„	
11 3 0 „	1 0	2	2 30	1	4 25	0	–	–	–	–	–	–	3	2 35	–	„	„	
11 10 0 „	1 5	3	2 15	2	3 20	1	5 0	0	–	–	–	–	6	3 0	–	„	„	
11 18 0 „	1 5	2	3 0	1	5 0	0	–	–	–	–	–	–	3	2 0	–	„	„	
11 25 0 „	1 10	4	9 0	3	–	–	–	–	–	–	–	–	7	–	–	„	„	11.30. Stopped engines. 11.32. On again. Revolutions allowed for stoppage.
11 34 0 „	1 10	4	3 45	3	5 0	2	6 0	1	8 5	0	–	–	10	2 55	–	„	„	
11 45 0 „	1 30	4	2 48	3	5 10	2	6 15	1	7 15	0	–	–	10	4 45	–	„	„	
11 55 30 „	1 0	4	3 40	3	4 20	2	5 10	1	6 40	0	–	–	10	1 20	–	„	„	
12 3 30p.m.	1 5	4	3 0	3	3 45	2	4 0	1	5 20	0	–	–	10	1 40	–	„	„	
12 10 30 „	1 15	5	2 40	4	3 55	3	4 15	2	4 50	1	6 5	0	15	2 25	–	„	„	
12 19 0 „	1 0	5	1 35	4	2 15	3	2 50	2	3 50	1	5 0	0	15	1 0	–	„	„	
12 25 0 „	1 10	4	1 40	3	2 20	2	3 0	1	4 20	0	–	–	10	1 40	–	„	„	
12 31 0 „	1 30	4	2 20	3	3 25	2	4 0	1	5 0	0	–	–	10	3 0	–	„	„	
12 39 0 „	1 20	4	2 10	3	3 0	2	3 50	1	5 5	0	–	–	10	0 25	–	„	„	
12 44 30 „	0 55	3	2 20	2	3 15	1	4 10	0	–	–	–	–	6	4 20	–	„	„	
12 53 0 „	1 20	3	4 20	2	5 30	1	6 40	0	–	–	–	–	6	0 20	–	„	„	Pricking fires.
1 0 0 „	0 40	2	1 40	1	2 43	2	4 25	1	5 10	0	–	–	6	1 50	–	„	„	Pricking fires.
1 7 0 „	0 50	1	2 5	0	–	–	–	–	–	–	–	–	1	1 55	–	„	„	
1 11 0 „	0 35	2	3 0	1	–	–	–	–	–	–	–	–	3	–	–	„	„	
1 14 0 „	1 15	2	3 0	1	–	–	–	–	–	–	–	–	3	–	–	„	„	
1 17 0 „	0 40	2	2 40	1	–	–	–	–	–	–	–	–	3	0 20	–	„	„	
1 20 0 „	1 0	3	3 30	2	–	–	–	–	–	–	–	–	5	–	–	„	„	
1 23 30 „	1 0	3	1 45	2	2 30	1	–	–	–	–	–	–	6	–	–	„	„	
1 26 0 „	1 30	1	2 35	0	–	–	–	–	–	–	–	–	1	4 25	–	„	„	
1 33 0 „	1 30	1	2 40	0	4 0	1	7 5	0	–	–	–	–	2	0 55	–	„	„	

1	41	0	„	1	15	1	4	50	2	8	0	1	–	–	–	–	–	–	4	430	–	53	0	„	„	Commenced to take time of firing from starboard boiler only.
1	49	0	„	0	50	1	3	0	2	6	30	1	–	–	–	–	–	–	4		–	–		„	„	
1	55	30	„	1	0	2	1	15	1	1	45	0	3	0	1	3	35	0	5	30	2	6		–	–	„	„	Pricking fires.
2	1	0	„	0	10	2	3	0	1	4	0	0	–	–	–	–	–	–	–	–	–	3		2	0	–	„	„	Pricking fires.
2	7	0	„	1	10	3	2	35	2	3	20	1	5	20	0	–	–	–	–	–	–	6		2	40	–	„	„	
2	15	0	„	1	0	2	2	15	3	4	15	2	5	0	1	6	30	0	–	–	–	8		0	30	–	„	„	
2	22	0	„	0	45	3	2	0	4	2	30	3	3	30	2	4	10	1	6	20	0	13		0	40	–	„	„	
2	29	0	„	1	40	3	2	30	4	3	0	3	3	45	2	7	0	1	–	–	–	13		–		–	„	„	
2	36	0	„	1	40	3	5	20	2	7	0	1	–	–	–	–	–	–	–	–	–	6		–		–	„	„	
2	43	0	„	1	20	4	2	30	3	4	50	2	7	0	1	–	–	–	–	–	–	10		–		–	„	„	
2	50	0	„	1	0	3	2	0	4	6	0	3	–	–	–	–	–	–	–	–	–	10		–		–	„	„	
2	56	0	„	1	10	3	4	10	4	5	7	3	6	10	2	7	0	1	–	–	–	13		–		–	„	„	
3	3	0	„	1	0	3	2	0	2	2	15	3	3	3	4	4	10	3	6	30	2	17		–		–	„	„	
3	9	30	„	0	50	3	1	40	2	2	15	3	4	0	2	7	0	1	–	–	–	11		–		–	„	„	
3	16	30	„	1	5	2	2	17	3	6	0	2	–	–	–	–	–	–	–	–	–	7		–		–	„	„	
3	22	30	„	0	45	3	1	40	4	4	0	3	6	10	2	7	30	1	–	–	–	13		0	30	–	„	„	Pricking fires.
3	30	30	„	0	50	3	1	35	2	2	5	1	5	0	3	–	–	–	–	–	–	9		–		–	„	„	
3	35	30	„	0	40	4	1	5	3	1	40	2	3	0	1	3	30	3	4	20	2	15		3	10	–	„	„	
3	43	0	„	1	10	2	2	20	1	3	0	2	3	30	3	5	0	2	6	10	1	11		–		–	„	„	
3	51	0	„	0	55	2	2	50	3	3	5	2	3	35	1	6	10	0	–	–	–	8		–		–	„	„	Pricking fires.
3	57	30	„	1	0	2	2	0	3	3	0	2	8	0	1	–	–	–	–	–	–	8		–		–	„	„	
4	5	30	„	1	0	3	1	50	2	4	0	1	6	0	0	–	–	–	–	–	–	6		–		–	„	„	Pricking fires.
4	11	30	„	0	45	2	1	30	3	5	10	2	6	30	3	–	–	–	–	–	–	10		–		–	„	„	Pricking fires.
4	18	0	„	1	10	3	6	0	2	–		–	–		–	–	–	–	–	–	–	5		–		–	„	„	
4	24	0	„	1	5	2	1	40	3	2	34	2	7	0	1	–	–	–	–	–	–	8		–		–	„	„	
4	31	0	„	1	30	3	3	0	2	4	10	1	7	20	0	–	–	–	–	–	–	6		2	40	–	„	„	
4	41	0	„	1	10	2	1	45	3	2	0	4	2	30	3	3	0	2	4	0	1	15		–		–	„	„	

N.B.—In reading this Table the figures are to be read from left to right, and not vertically.

Definition of Numbers.

No. 0.—No smoke visible.
No. 1.—Smoke just visible.
No. 2.—Light brown, fully visible.
No. 3.—Brown, sky visible through the smoke.

No. 4.—Brown smoke, nearly opaque.
No. 5.—Dark brown, opaque.
No. 6.—Black smoke.
No. 7.—Dense black smoke.

No. 10.—Coal Trial.

Door Slides Shut and Bridge Slides Open.

Ratio of Smoke Numbers to Number of Observations - - - - - - - $\frac{430}{53}$ = 8·1

Door Slides Shut and Bridge Slides Open.

	H.	M.	S.
Duration of Smoke at different densities - - - - - - - -	5	2	0
Length of Time when no Smoke - - - - - - - - -	0	58	0

Approved, *Edward B. Ri-e*,
Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

"LUCIFER."

(No. 808.)

LETTER forwarding a SUMMARY of TRIALS in the "LUCIFER," dated 6th July 1870.

Steam Reserve, Portsmouth,
6 July 1870.

Sir,

I BEG to forward the summary of trials in the "Lucifer," referred to in Captain Rice's letter of yesterday.

I have, &c.
(signed) *A. T. Denham,*
Senior Lieutenant.

Commander on duty.
Captain of Reserve on leave.

Rear Admiral
William Loring, C.B., Superintendent.

Forwarded.
(signed) *William Loring,*
Admiral Superintendent.

7 July 1870.

Enclosure to Letter of 6 July 1870.

"LUCIFER."

SUMMARY of Ten Trials at Full Speed, each of Six Hours' duration, on board Her Majesty's Ship "LUCIFER," burning Welsh, and Welsh and North Country Coals mixed, with and without Smoke-Prevention Arrangement.

TRIAL. Date.	TRIAL. Number.	COAL.	Revolutions per Minute.	Coal per Hour.	Mean Pressure.	Horse Power.	Area of Grate.	Coal: Per Horse Power, per Hour.	Coal: Per Square Foot of Grate.	Area of Air Ports.	Amount of: Ash.	Amount of: Soot.	Amount of: Clinker.	Slides: Door.	Slides: Bridge.	Longitudinal Section of Furnace.	Transverse Section of Furnace.	Smoke by Number.	Period of no Smoke during the Six Hours.
			No.	*Cwt.*	*Lbs.*		*Sq. ft.*	*Lbs.*	*Lbs.*	*Sq. ins.*	*Lbs.*	*Lbs.*	*Lbs.*						H. M. S.
1 May 1869	1	Dowlais Merthyr Welsh	18·25	12·91	14·5	312·6	86·	4·62	16·81	–	798	191	161	- -	- -	*See* No. 1 Lithograph		Smoke tables not adopted till after these two trials.	
22 „ „	2	½ Dowlais Merthyr, ½ H. Hartley	18·3	15·	15·4	333·1	65·86	5·04	25·50	–	1,154	175	182	- -	- -	*See* Nos. 2 and 3 Lithographs		- ditto.	
7 June „	3	⅔ Dowlais Merthyr, ⅓ H. Hartley	17·7	14·	15·29	319·6	65·86	4·9	23·80	–	751	130	154	- -	- -			9·08	2 35 15
19 „ „	4	½ Cwmmannan, ½ H. Hartley	17·5	13·6	15·14	311·4	57·33	4·89	26·74	216	753	73	189	Occasionally open and shut.	Occasionally open and shut -			3·61	2 40 0
9 July „	5	Powell's Duffryn Welsh	17·25	13·1	15·16	308·3	57·33	4·75	25·59	216	861	143	209	- ditto -	- ditto -	*See* Nos. 4, 5, 6, and 7 Lithographs		3·194	3 28 15
16 „ „	6	Sherdley, Lancashire	18·17	15·71	15·43	329·8	57·33	5·33	30·69	216	854	134	358	- ditto -	- ditto -			11·3	1 41 30
28 „ „	7	Hastings Hartley	18·08	16·57	15·38	326·7	57·33	5·68	32·37	216	641	104	209	Shut the whole time	Open the whole time			12·	0 23 15
16 Aug. „	8	Powell's Duffryn Welsh	19·29	14·5	15·8	360·	64·5	4·51	25·18	310	847	120	180	- ditto -	Occasionally open and shut -			3·71	2 57 24
17 „ „	9	½ Powell's Duffryn, ½ H. Hartley	19·45	17·66	16·08	367·8	64 5	5·37	30·66	310	1,086	130	180	- ditto -	- ditto -	*See* Nos. 8, 9, and 10 Lithographs		3·48	2 19 25
18 „ „	10	Hastings Hartley	20·4	20 16	16·38	391·3	64·5	5·77	35·00	310	914	95	190	- ditto -	Open the whole time			8·07	0 57 50

Steam Reserve Office, Portsmouth,
6 July 1870.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved, *Edwd. B. Rice*,
Captain of Steam Reserve.

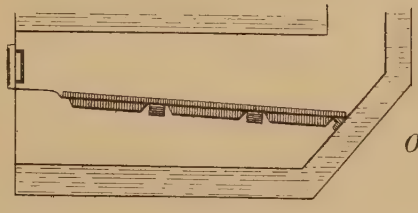
Enclosure in Letter of 6th July, 1870.

TRIALS OF SHIP LUCIFER.

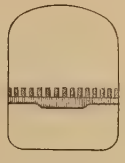
LONGITUDINAL SECTION OF FURNACE.

TRANSVERSE SECTION OF FURNACE.

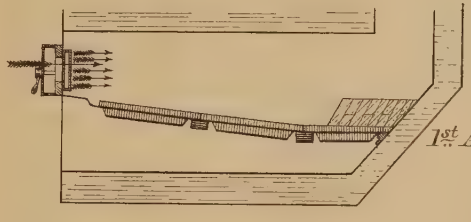
Trial No. 1.



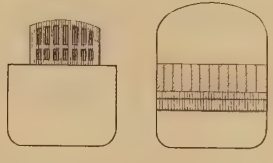
Original.



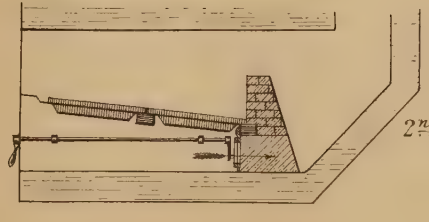
Trials Nos. 2 & 3.



1st Alteration.

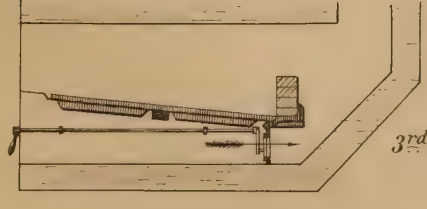


Trials Nos. 4, 5, 6 & 7.



2nd Alteration.

Trials Nos. 8, 9 & 10.



3rd Alteration.

"URGENT."

(No. 533.)

REPORT on Three Trials in Her Majesty's Steamer "Urgent," burning mixed Coal, dated 14th May 1870.

Steam Reserve, Portsmouth,
14 May 1870.

Sir,

WITH reference to your minute of the 19th ultimo, I beg to transmit herewith the reports of three trials in the "Urgent," of burning mixed coal, half Welsh, and half North country, on furnaces as fitted by the Steam Reserve on board Her Majesty's ship "Lucifer" last year, and on furnaces not so fitted, but reduced to the same grate surface by fire bricks, and having perforated doors. These fittings are respectively in the boilers on the starboard and port sides of the ship, each set of boilers has a separate funnel.

The results are, that the smoke made from the starboard boilers was one-quarter that from the port boilers; the consumption of fuel in the starboard boilers was about 14 per cent. less than in the port boilers. The gain in power was about $7\frac{1}{2}$ per cent. in favour of the starboard boilers. The total gain, therefore, by this plan of fitting furnaces for burning mixed fuel, as against furnaces reduced to the same grate surface, is nearly 22 per cent.

I wish to call attention to the pyrometer diagrams, which show a maximum of 800° in the starboard, funnel and 1,550° in the port, a fact which accounts in a great degree for the difference in the consumption of fuel.

I propose to make a further trial in the "Urgent," of burning Welsh coal alone in the port boilers, with all the grate surface acting, and to contrast the results with what has been done in the starboard boilers with mixed fuel.

I have, &c.
(signed) *Edw. B. Rice*,
Captain in Charge of Reserve.

Rear Admiral Astley C. Key, C. B.,
Superintendent.

Forwarded.

(signed) *Edw. B. Rice*,
for Admiral Superintendent on Leave.

Enclosure in Letter of 14 May 1870.

"URGENT."

TRIAL No. 1.—Six Hours' Trial of Smoke-Consuming Apparatus on board Her Majesty's Ship "Urgent."—27th April 1870.

Observed Time from 9·34 a.m. to	Course of Vessel.	Wind. D.	Wind. F.	Pressure of Steam at Engines.	Vacuum. Forward.	Vacuum. Aft.	Revolutions per Counter. Total.	Revolutions per Counter. Each half Hour.	Revolutions per Counter. Per Minute.	Mean Pressure.	Indicated Horse Power.	Temperatures. Greatest in Stoke Hole (Aft.)	Temperatures. Greatest in Engine Room.	Coals each Hour.
H. M.												°	°	*Tons. cw*
10 4 a.m.	Steering along the land under the lee of the Isle of Wight.	N.	6	14·5	20·4	17·25	1,520	1,520	50·66	20·40	1,209·09	86	66	3 0
10 34 „		N.	4	14·0	20·4	20·7	3,127	1,607	53·56	19·30	1,209·40	86	66	
11 4 „		N.N.W.	5	14·0	19·2	16·9	4,729	1,602	53·4	18·65	1,165·21	92	66	2 8
11 34 „		N.	5	12·37	20·3	15·5	6,341	1,612	53·73	19·275	1,212·70	94	66	
12 4 p.m.		N.	5	13·5	18·5	17·1	7,932	1,591	53·03	19·00	1,178·85	96	66	3 2
12 34 „		N.	5	12·0	17·5	15·1	9,515	1,583	52·76	18·575	1,146·61	104	66	
1 4 „		N.	5	12·0	19·6	19·9	11,102	1,587	52·9	18·80	1,163·58	104	66	2 16
1 34 „		N.	5	14·0	20·3	17·2	12,666	1,564	52·13	19·40	1,183·20	104	66	
2 4 „		N.	6	10·5	19·5	18·3	14,177	1,511	50·36	17·10	1,007·55	108	66	2 8
2 34 „		N.	6	11·5	19·3	14·3	15,688	1,511	50·36	17·95	1,057·63	110	66	
3 4 „		N.	5	10·0	20·8	15·7	17,144	1,456	48·53	16.625	943·96	108	66	3 0
3 34 „		N.	5	11·0	19·8	17·0	18,618	1,474	49·13	16·475	947·08	108	66	

Edw. B. Rice,
Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Definition of Smoke Numbers.

Numbers.		Numbers.	
0	No smoke visible.	4	Brown, nearly opaque.
1	Smoke just visible.	5	Dark brown, opaque.
2	Light brown, fully visible.	6	Black.
3	Brown; sky visible through the smoke.	7	Dense black.

Enclosure in Letter of 14 May 1870.

"URGENT."

TRIAL No. 1.—Six Hours' Trial of Smoke-Consuming Apparatus on board Her Majesty's Ship "Urgent."

Trial of Ferndale (Welsh S. V.) and Cowpen's Hartley, mixed, equal quantities.—27th April 1870.

Time of commencing Observations.	Amount of Smoke, as per Number, at the undermentioned Periods of Five Minutes each, after commencing Observations.												During the Hour.			
													Total Amount of Smoke.	Interval of no Smoke.	Pressure of Steam.	Revolutions per Minute.
H. M.	M. 5	M. 10	M. 15	M. 20	M. 25	M. 30	M. 35	M. 40	M. 45	M. 50	M. 55	M. 60	*No.*	M. S.	*Lbs.*	*No.*
Starboard Boiler.—Smoke-Consuming.																
9 35 a.m.	2	1	2	0	1	1	2	2	2	1	1	2	17	16 0	14·25	52·11
10 35 „	2	2	1	2	1	2	1	0	2	1	1	2	17	20 0	13·18	53·57
11 35 „	2	2	2	1	2	2	2	2	1	2	1	1	20	15 0	12·75	52·89
12 35 p.m.	2	1	2	2	2	1	3	2	1	1	1	1	19	7 0	13·00	52·51
1 35 „	1	1	1	0	1	2	2	1	1	3	2	2	17	11 0	11·09	50·36
2 35 „	1	3	2	0	1	2	1	2	3	2	3	4	24	5 0	10·00	48·83

Duration of smoke at different densities - - - - - - - - - - - - 4 hours 46 minutes.
Interval of no smoke - - - - - - - - - - - - 1 „ 14 „

Ratio of smoke numbers to number of observations $\frac{114}{72}$ = 1·583.

Port Boiler.—Non-Consuming.

9 35 a.m.	5	2	3	4	3	6	5	4	4	4	5	5	50	0 0	14·25	52·11
10 35 „	5	4	4	2	3	3	3	3	2	3	4	3	39	1 50	13·18	53·57
11 35 „	4	4	5	4	4	1	6	3	6	4	6	6	53	0 50	12·75	52·89
12 35 p.m.	5	6	4	6	5	5	5	5	4	5	5	4	59	0 0	13·00	52·51
1 35 „	3	4	3	3	4	3	3	3	3	3	4	3	39	0 0	11·00	50·36
2 35 „	4	3	5	5	5	5	5	5	6	6	5	6	60	0 0	10·00	48·83

Duration of smoke at different densities - - - - - - - - - 5 hours 58 minutes 20 seconds.
Interval of no smoke - - - - - - - - - - - - 0 „ 1 „ 40 „

Ratio of smoke numbers to number of observations $\frac{300}{72}$ = 4·166.

Average pressure of steam - - - - - - - - - - - - -	12·44	lbs.
„ number of revolutions, per minute - - - - - - - - - - - -	51·71	in No.
„ consumption of coal, per hour - - - - - - - - - - - -	55·66	cwts.
„ amount of ashes made per hour,—starboard - - - - - - - - - -	386	lbs.
„ „ „ „ port - - - - - - - - - -	545	„
„ mean effective pressure, per square inch - - - - - - - - - -	18·462	„
„ indicated horse power - - - - - - - - - - - - -	1,118·739	horses.
„ amount of coal per indicated horse power, per hour - - - - - - - - -	5,613	lbs.
Total amount of coal burnt,—starboard - - - - - - - - - - -	17,640	„
„ „ „ port - - - - - - - - - - -	19,768	„
„ amount of ashes made,—starboard - - - - - - - - - - -	2,314	„
„ „ „ port - - - - - - - - - - -	3,275	„
„ amount of clinker made,—starboard - - - - - - - - - - -	358	„
„ „ „ port - - - - - - - - - - -	250	„
„ amount of soot made,—starboard - - - - - - - - - - -	282	„
„ „ „ port - - - - - - - - - - -	516	„

Steam Reserve Office, Portsmouth.

Edw. B. Rice,
Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Enclosure in Letter of 14 May 1870.

"U R G E N T."

TRIAL No. 2.—Six Hours' Trial of Smoke-Consuming Apparatus on board Her Majesty's Ship "Urgent."—2nd May 1870.

Observed Time from 10·45 a.m. to	Course of Vessel.	Wind. D.	Wind. F.	Pressure of Steam at Engines.	Vacuum. Forward.	Vacuum. Aft.	Revolutions per Counter. Total.	Each half Hour.	Per Minute.	Mean Pressure.	Indicated Horse Power.	Temperatures. Greatest in Stoke-hole (Aft.)	Engine Room.	Coals per Hour.
H. M.												°	°	Tons. cwt.
11 15 a.m.	W.N.W.	N.N.E.	3	11·4	18·7	17·5	1,062	1,062	35·40	11·40	472·165	86	64	1 6
11 45 „	S.E.	N.N.E.	2	12·46	19·3	17·8	2,218	1,156	38·53	12·46	561·700	86	65	
12 15 p.m.	S.E.	N.N.E.	2	12·02	20·3	17·8	3,427	1,209	40·30	12·02	566·754	90	67	1 18
12 45 „	S.E.	N.E.	2	12·4	20·3	19·3	4,651	1,224	40·80	12·4	591·927	90	66	
1 15 „	S.E.	N.E.	2	12·16	19·4	19·0	5,871	1,220	40·66	12·16	578·480	91	67	1 0
1 45 „	S.E.	N.E.	2	11·67	18·7	21·0	7,058	1,187	39·56	11·67	540·148	93	66	
2 15 „	S.E.	N.E.	3	12·37	19·7	18·1	8,227	1,169	38·96	12·37	563·860	92	65	1 4
2 45 „	N.W.	N.	2	11·77	20·6	16·35	9,415	1,188	39·60	11·17	517·530	94	65	
3 15 „	N.W.	N.N.W.	2	12·4	20·7	19·0	10,651	1,236	41·20	11·77	567·360	97	65	1 8
3 45 „	N.	N.N.W.	2	12·4	18·9	22·0	11,876	1,225	40·83	12·4	592·361	99	65	
4 15 „	S.E.	N.E.	2	12·52	21·2	20·2	13,096	1,220	40·66	12·52	595·600	97	65	1 0
4 45 „	S.E.	N.E.	2	12·85	20·7	20·2	14,325	1,229	40·96	12·85	615·800	97	65	

Edward B. Rice,
Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Enclosure in Letter of 14 May 1870.

"U R G E N T."

TRIAL No. 2.—Six Hours' Trial of Smoke-Consuming Apparatus on board Her Majesty's Ship "Urgent."

Trial of Powell's Duffryn (Welsh S. V.), and Cowpen's Hartley, mixed, equal quantities.—2nd May 1870.

Time of commencing Observations.	Amount of Smoke, as per Number, at the undermentioned Periods of Five Minutes each, after commencing Observations.												During the Hour. Total Amount of Smoke.	Interval of no Smoke.	Pressure of Steam.	Revolutions per Minute.
H. M.	M. 5	M. 10	M. 15	M. 20	M. 25	M. 30	M. 35	M. 40	M. 45	M. 50	M. 55	M. 60	*No.*	M. S.	*Lbs.*	*No.*
Starboard Boilers—Smoke-Consuming.																
10 45 a.m.	2	2	1	2	3	1	2	2	1	3	2	2	23	3 0	11·83	36·96
11 45 „	2	1	1	1	1	2	1	2	2	2	1	1	17	3 0	12·21	40·55
12 45 p.m	1	2	2	1	1	2	2	2	1	2	1	1	18	0 0	11·91	40·11
1 45 „	1	1	2	1	1	1	1	1	2	2	2	2	17	0 0	11·95	39·28
2 45 „	2	1	2	1	1	1	1	1	1	1	1	2	15	0 0	12·40	40·01
3 45 „	2	1	2	1	2	1	2	2	2	3	3	1	22	0 0	12·73	40·81

Duration of smoke at different densities - - - - - - - - - - - - - - - 5 hrs. 54 min.
Interval of no smoke - - - - - - - - - - - - - - - 0 „ 6 „
Ratio of smoke numbers to number of observations - - - - - - - - - - - - $\frac{112}{72} = 1{\cdot}555$.

Average pressure of steam - - - - - - - - - - - - - - - 12·18 lbs.
„ number of revolutions, per minute - - - - - - - - - - - - - 39·79 in No.
„ consumption of coal, per hour - - - - - - - - - - - - - 2,912 lbs.
„ amount of ashes made „ - - - - - - - - - - - - - 295·5 lbs.
„ mean effective pressure - - - - - - - - - - - - - 12·099 lbs.
„ indicated horse-power - - - - - - - - - - - - - 563·64 horses.
„ amount of coal per indicated horse-power, per hour - - - - - - - - - - - - 5·176 lbs.
Total amount of coal burnt - - - - - - - - - - - - - - 17,472 lbs.
„ ashes made - - - - - - - - - - - - - - 1,773 lbs.
„ clinker „ - - - - - - - - - - - - - - 310 lbs.
„ soot „ - - - - - - - - - - - - - - 194 lbs.

Steam Reserve Office, Portsmouth.

Edward B. Rice,
Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Enclosure in Letter of 14 May 1870.

"URGENT."

TRIAL No. 3.—Six Hours' Trial of Smoke-Consuming Apparatus on board Her Majesty's Ship "Urgent."—11th May 1870.

Observed Time from 8 a.m. to	Course of Vessel.	Wind. D.	Wind. F.	Pressure of Steam at Engines.	Vacuum. Forward.	Vacuum. Aft.	Revolutions per Counter. Total.	Revolutions per Counter. Each Half Hour.	Revolutions per Counter. Per Minute.	Mean Pressure.	Indicated Horse Power.	Temperatures. Greatest in Stoke-hole (Aft.)	Temperatures. Greatest in Engine-room.	Coals per Hour.
H. M.												°	°	*Tons cwt.*
8 30 a.m.	Westerly	S.S.E.	3	12·50	20·35	19·70	1,168	1,168	38·93	12·537	571·037	88	56	1 8
9 0 „	„	S.S.E.	3	11·25	20·00	19·80	2,388	1,220	40·66	11·750	558·973	88	56	
9 30 „	W.S.W.	S.	4	14·00	19·90	18·85	3,614	1,226	40·86	12·500	597·576	90	58	1 10
10 0 „	E.	S.	4	9·00	20·25	15·90	4,753	1,139	37·96	11·175	496·318	94	61	
10 30 „	E.	S.	4	10·75	19·50	17·80	5,878	1,125	37·50	10·752	471·732	92	61	1 12
11 0 „	S.E.	S.	4	10·00	19·90	17·00	6,978	1,100	36·66	10·175	436·428	90	60	
11 30 „	S.E.	S.	4	13·00	20·30	17·20	8,208	1,230	41·00	12·075	579·237	88	60	1 10
12 0 noon	S.S.E.	S.	4	10·00	19·6	20·50	9,306	1,098	36·60	11·600	496·735	86	60	
12 30 p.m.	S.S.E.	S.	5	9·00	20·4	20·20	10,419	1,113	37·10	11·575	502·436	80	61	1 10
1 0 „	N.E.	S.	5	10·5	19·7	18·4	11,576	1,157	38·56	11·725	528·975	78	60	
1 30 „	N.	S.	5	9·5	20·6	18·00	12,769	1,193	39·76	10·950	509·384	77	61	1 12
2 0 „	N.	S.	5	9·5	20·2	19·30	13,919	1,150	38·33	11·225	503·399	75	62	

Edw. B. Rice, Captain of Steam Reserve. *G. Murdoch*, Chief Inspector of Machinery Afloat.

Enclosure in Letter of 14 May 1870.

"URGENT."

TRIAL No. 3.—Six Hours' Trial of Smoke-Consuming Apparatus on board Her Majesty's Ship "Urgent."

Trial of Powell's Duffryn (Welsh S. V.) and Cowpen's Hartley, mixed, equal quantities.—11th May 1870.

Time of commencing Observations.	Amount of Smoke, as per Numbers, at the undermentioned Periods of Five Minutes each, after commencing Observations.												During the Hour. Total Amount of Smoke.	During the Hour. Interval of no Smoke.		During the Hour. Pressure of Steam.	During the Hour. Revolutions per Minute.
H. M.	M. 5	M. 10	M. 15	M. 20	M. 25	M. 30	M. 35	M. 40	M. 45	M. 50	M. 55	M. 60	*No.*	M.	S.	*Lbs.*	*No.*
Port Boilers.—Non-Consuming.																	
8 0 a.m.	2	4	2	4	4	3	5	6	3	4	5	3	45	0	0	11·87	39·79
9 0 „	5	4	3	3	3	3	4	3	4	5	4	5	46	0	0	11·50	39·41
10 0 „	5	5	6	5	4	3	5	6	5	6	6	5	61	0	0	10·37	37·08
11 0 „	5	6	5	5	4	4	5	6	5	4	3	6	58	0	0	11·50	38·80
12 0 noon	5	6	5	5	6	6	5	5	6	4	5	5	63	0	0	9·75	37·83
1 0 p.m.	6	5	4	5	5	5	5	5	5	3	4	3	55	0	0	9·50	39·04

Duration of smoke at different densities - - - - - - - - - - 6 hours 0 minutes.
Interval of no smoke - - - - - - - - - - - 0 „ 0 „
Ratio of smoke numbers to number of observations - - - - - - $\frac{328}{72} = 4{\cdot}555$

Average pressure of steam - - - - - - - - - - - 10·75 lbs.
„ number of revolutions, per minute - - - - - - - - - 38·66 in No.
„ consumption of coal, per hour - - - - - - - - - - 3,397·33 lbs.
„ amount of ashes made - - - - - - - - - - - 405·6 „
„ mean effective pressure - - - - - - - - - - - 11·503 „
„ indicated horse-power - - - - - - - - - - - 521·019 horse-power.
„ amount of coal per indicated horse-power per hour - - - - - - - 6·570 lbs.
Total amount of coal burnt - - - - - - - - - - - 20,384 „
„ „ of ashes made - - - - - - - - - - - - 2,434 „
„ „ clinker - - - - - - - - - - - - - 406 „
„ „ soot - - - - - - - - - - - - - 406 „

Saving per cent. of fuel in trial No. 2 compared with No. 3 - - - - = 14·28 } in favour of No. 2.
„ „ „ in increased horse-power - - - - - - - = 7·56 }
Positive gain by consuming smoke - - - - - - - - 21·84 per cent.
Reduction of temperature in funnel by consuming smoke - - - - - = 695 degrees.

Edw. B. Rice,
Captain of Steam Reserve, Portsmouth.

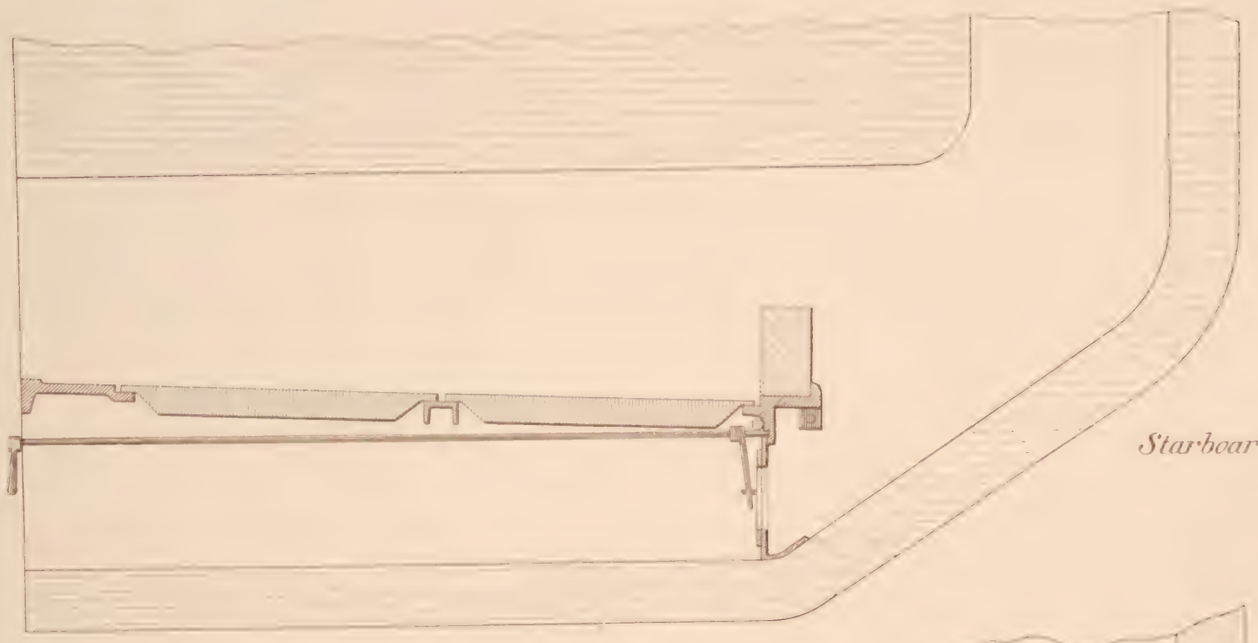
G. Murdoch,
Chief Inspector of Machinery Afloat.

Enclosure in Letter of 14TH May 1870.

H. M. S. URGENT.

Scale $\frac{3}{4}$"— 1 Foot.

LONGITUDINAL SECTIONS.

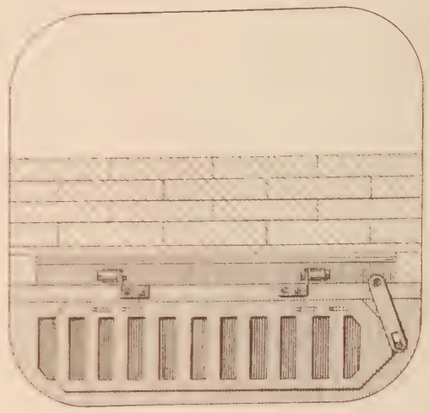


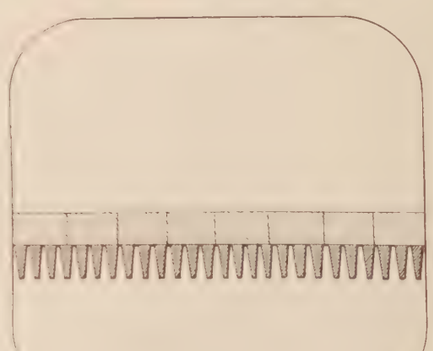
Starboard Furnace.

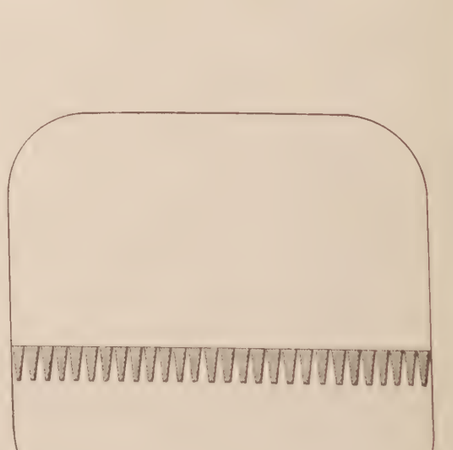
Port Furnace with reduced grate.

Port Furnace full grate surface.

TRANSVERSE SECTIONS.







E. Murdoch

Chief Inspector of Machinery afloat.

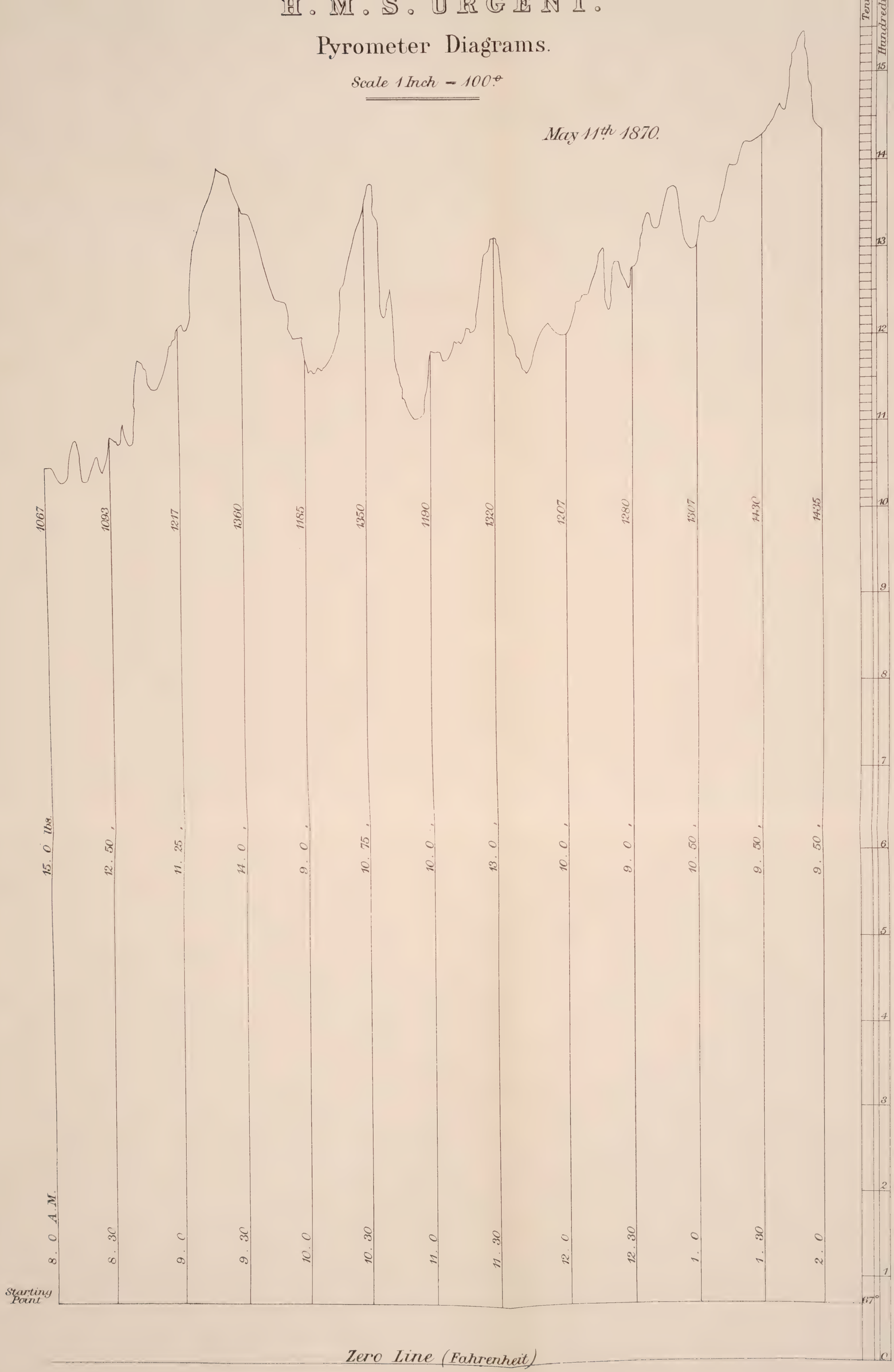
NAVY (COAL EXPERIMENTS)

H. M. S. URGENT.

Pyrometer Diagrams.

Scale 1 Inch = 100°

May 11th 1870.



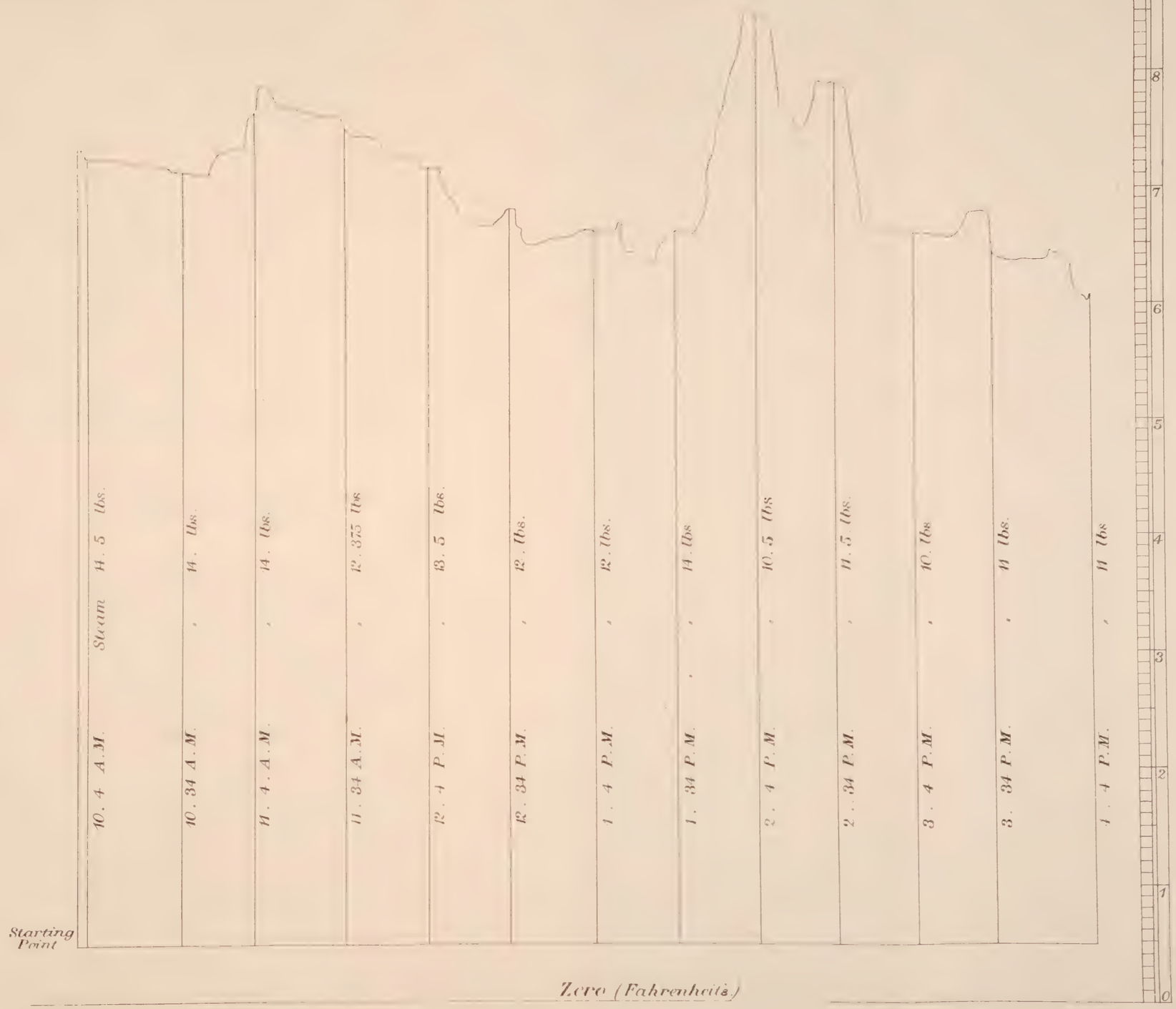
Enclosure in Letter of 14th May, 1870.

H. M. S. URGENT.

Pyrometer Diagrams.

Scale 1 Inch = 100°

27th April, 1870.



(No. 251.)

REPORT on Fuel Experiments in Her Majesty's Steamer "Urgent," dated 4th June 1870.

Steam Reserve, Portsmouth,
4 June 1870.

(Results of three trials, forwarded 14 May 1870.)

Sir,

I BEG to submit the tabulated results of the last three trials of fuel in the "Urgent."

I think these trials lead to the conclusion, that it is very undesirable to diminish the usual grate surface beyond the least possible amount necessary to obtain the means of consuming the smoke; also that admission of air behind the bridges tends to economy of fuel, increase of power and great diminution of smoke.

I think the admission of air at the doors tends only to a diminution of smoke, but not to the same extent as by admitting the air behind the bridges.

I believe air should not be admitted by the furnace doors, excepting in a sufficient quantity to prevent the burning of the flame plates.

These observations apply to the burning of every kind or combination of fuel used in these trials.

The very small proportionate amount, almost no smoke, made by the Welsh coal with the "Lucifer" furnace is worthy of remark.

The record of the pyrometer seems to show that the admission of air behind the bridges causes a considerable reduction of heat in the funnel. The pyrometer is placed six feet above the uptake of the boiler.

I am of opinion that if comparative trials are made in boilers fitted with the "Lucifer" bridge and slide and with full length of grate surface very satisfactory results will be obtained in all respects.

The "Swallow" is now fitting by the Steam Reserve, and will be ready by the end of next week. She has not had the length of her bars reduced, and has a fairly good combustion chamber.

I may observe that at the close of yesterday's trial (No. 6) the holes in the fire doors were plugged with rivets, and a short run of three quarters of an hour taken, the result being an immediate rise in the steam, one revolution more and rather more smoke.

I am, &c.
(signed) *Edw. B. Rice,*
Captain in Charge of Reserve.

Rear Admiral
Astley C. Key, C.B., Superintendent.

In forwarding the report of this series of interesting and important trials, which cannot fail to influence the description of coal in future supplied to, and the mode of consuming it in Her Majesty's ships, I cannot forbear to testify to the great care and attention which have been bestowed on them to ensure accuracy, and which render them thoroughly reliable as a guide on all the points which have been tested. I concur in the recommendation that the grate surface should be reduced as little as possible, and submit that it appears desirable to try the "Swallow" as now nearly completed.

1st. With the same coal as in the former trial.

2nd. With mixed coal, comparing the amount of smoke, the indicated horse power, and consumption of fuel, on each occasion.

I would draw especial attention to Trials Nos. 2 and 4, as they afford a direct comparison of the systems pursued (as regards description of coal and form of grate) formerly, and under present regulations.

I am, &c.
(signed) *A. Cooper Key,*
Admiral Superintendent.

4 June 1870.

Enclosure in Letter of 4 June 1870.

"URGENT."

TRIAL No. 4.—Her Majesty's Ship "Urgent."—26th May 1870.

Observed Time, ending	Course of Vessel.	Wind. D.	Wind. F.	Pressure of Steam.	Vacuum. Forward.	Vacuum. Aft.	Revolutions per Counter. Total.	Each Half-hour.	Per Minute.	Mean Effective Pressure.	Indicated Horse Power.	Temperature. Greatest in Stoke Hold.	Temperature. Greatest in Engine Room.	Coals used per Hour.
H. M.												°	°	*Cwts.*
9 49 a.m.	S.S.E.	S.S.E.	3	11·05	22	24·0	1,246	1,246	41·53	12·62	613·207	88	64	24
10 19 „	S.E.	S.E.	3	13·00	22	24·0	2,513	1,267	42·23	12·62	623·543	94	68	
10 49 „	E.S.E.	S.E.	3	14·02	22	23·0	3,794	1,281	42·70	12·45	621·988	96	72	24
11 19 „	S.	S.E.	3	11·06	22	23·0	5,024	1,230	41·00	12·00	575·640	96	74	
11 49 „	W. by S.	S.E.	3	13·01	22	23·5	6,306	1,282	42·73	12·60	629·926	98	76	28
12 19 p.m.	W. by S.	S.E.	3	13·05	22	22·0	7,597	1,291	43·03	12·55	631·830	98	70	
12 49 „	E.S.E.	S.E.	3	11·75	22	22·0	8,840	1,243	41·43	12·27	594·763	98	76	24
1 19 „	E.	S.E.	3	10·75	22	23·5	10,064	1,224	40·80	11·33	540·848	96	74	
1 49 „	E.	S.E.	3	12·00	22	24·0	11,304	1,240	41·33	12·61	609·770	97	74	36
2 19 „	E.	S.E.	3	12·75	22	23·5	12,552	1,248	41·60	12·70	618·314	96	74	
2 49 „	N.N.W.	S.E.	3	11·25	22	23·5	13,865	1,313	43·76	12·15	622·070	96	73	26
3 19 „	S.E.	S.E.	3	12·00	22	24·0	15,139	1,274	42·46	12·21	606·570	98	72	

Steam Reserve Office, Portsmouth.

G. Murdoch, Chief Inspector of Machinery Afloat.

Approved,
Edw. B. Rice, Captain.

Enclosure in Letter of 4 June 1870.

"URGENT."

TRIAL No. 4.—Trial of Powell's Duffryn in Port Boilers, Non-smoke-consuming, with full Length of Furnaces, in Her Majesty's Ship "Urgent."—26th May 1870.

Time of commencing Observation.	Amount of Smoke as per Number, at the Undermentioned Periods of Five Minutes each, after commencing Observations.												During the Hour. Total Amount of Smoke.	Interval of no Smoke.	Pressure of Steam.	Revolutions per Minute.
H. M.	M. 5	M. 10	M. 15	M. 20	M. 25	M. 30	M. 35	M. 40	M. 45	M. 50	M. 55	M. 60	*No.*	M. S.	*Lbs.*	*No.*
9 19 a.m.	1	2	0	3	2	1	2	2	1	1	1	1	17	15 0	12·25	41·88
10 19 „	1	2	1	1	1	2	1	2	1	1	2	1	16	12 45	12·90	41·85
11 19 „	1	2	1	1	2	1	1	1	2	1	1	1	15	10 10	13 30	42·88
12 19 p.m.	1	2	1	2	1	1	2	3	2	1	2	2	20	6 15	11·25	41·11
1 19 „	2	1	1	2	2	1	2	2	3	2	2	2	22	4 15	12·37	41·46
2 19 „	1	0	2	1	1	2	2	0	1	2	2	1	15	12 5	11·62	43·11

Duration of smoke at different densities - - - - - - - - 4 hours 59 minutes 30 seconds.
Interval of no smoke - - - - - - - - - - - - - 1 „ 0 „ 30 „

Ratio of smoke numbers to number of observations - - - - - - - - - - - $\frac{105}{72}$=1·458.
Average pressure of steam - - - - - - - - - - - - - - - 12·14 lbs.
„ consumption of coal per hour - - - - - - - - - - - - - 3,024 „
„ „ per indicated horse power per hour - - - - - - - - 4·974 „
„ amount of ashes made - - - - - - - - - - - - - - - 406 „
„ mean effective pressure - - - - - - - - - - - - - - 12·34 „
„ number of revolutions per minute - - - - - - - - - - - - 42·05 No.
„ indicated horse power - - - - - - - - - - - - - - 607·372 „
Total amount of coal burnt - - - - - - - - - - - - - - 18,144 lbs.
„ „ of clinker made - - - - - - - - - - - - - - - 230 „
„ „ of ashes made - - - - - - - - - - - - - - - 2,436 „
„ „ of soot made - - - - - - - - - - - - - - - 360 „

Steam Reserve Office, Portsmouth.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved,
Edw. B. Rice, Captain of Steam Reserve.

Enclosure in Letter of 4 June 1870.

"U R G E N T."

TRIAL No. 5.—Her Majesty's Ship "Urgent."—30th May 1870.

Observed Time, ending.	Course of Vessel.	Wind. D.	Wind. F.	Pressure of Steam.	Vacuum. Forward.	Vacuum. Aft.	Revolutions per Counter. Total.	Each Half Hour.	Per Minute.	Mean Effective Pressure.	Indicated Horse Power.	Temperature. Greatest in Stoke Hold.	Temperature. Greatest in Engine Room.	Coals used per Hour.
H. M.												°	°	*Cwts.*
10 30 a.m.	E.	S.	2	11·50	22·0	23·0	1,187	1,187	39·56	11·312	523·577	82	76	22
11 0 „	E.	S.	2	11·50	20·0	23·5	2,384	1,197	39·90	11·025	514·679	84	76	
11 30 „	E.	S.	2	13·50	22·0	23·0	3,600	1,216	40·53	11·837	561·300	88	76	22
12 0 noon	W.S.W.	S.	2	12·00	20·5	22·5	4,791	1,191	39·70	10·700	497·000	90	77	
12 30 p.m.	W.S.W.	S.	2	13·50	22·0	23·0	6,041	1,250	41·66	11·900	580·032	92	77	20
1 0 „	W.S.W.	S.	2	13·00	22·5	21·0	7,277	1,236	41·20	11·275	543·500	94	78	
1 30 „	W.N.W.	W. S.W.	3	11·00	23·0	22·0	8,425	1,148	38·26	10·375	464·570	97	78	20
2 0 „	Turning	W.S.W.	3	10·00	22·5	21·0	9,541	1,116	37·20	9·825	426·640	97	77	
2 30 „	S.E. by E.	W.S.W.	3	10·00	21·5	21·0	10,663	1,122	37·40	9·975	436·480	96	77	20
3 0 „	S.E. by E.	W.S.W.	3	10·50	21·5	21·0	11,827	1,164	38·80	10·475	475·510	94	77	
3 30 „	S.E.	W.S.W.	3	9·25	22·0	21·0	12,985	1,158	38·60	10·175	459·520	94	77	22
4 0 „	N.W.	W.S.W.	5	11·00	21·5	22·0	14,116	1,131	37·70	10·675	470·850	93	76	

Steam Reserve Office, Portsmouth.

G. Murdoch, Chief Inspector of Machinery Afloat.

Approved,
Edw. B. Rice, Captain.

Enclosure in Letter of 4 June 1870.

"U R G E N T."

TRIAL No. 5.—Trial of Powell's Duffryn in Starboard Boilers with Smoke-consuming Apparatus in Her Majesty's Ship "Urgent."—30th May 1870.

Time of commencing Observations.	Amount of Smoke as per Number at the Undermentioned Periods of Five Minutes each, after commencing Observations.												During the Hour. Total Amount of Smoke.	Interval of no Smoke.	Pressure of Steam.	Revolutions per Minute.
H. M.	M. 5	M. 10	M. 15	M. 20	M. 25	M. 30	M. 35	M. 40	M. 45	M. 50	M. 55	M. 60	No.	M. S.	Lbs.	No.
10 0	0	0	0	0	0	0	0	0	0	0	0	0	0	59 19	11·5	39·73
11 0	0	0	0	0	0	0	0	0	0	0	0	0	0	56 25	12·75	40·11
12 0	0	1	0	0	0	0	0	0	0	0	0	0	1	55 31	13·25	41·43
1 0	0	0	1	1	0	0	0	0	0	0	0	0	2	51 48	10·5	37·73
2 0	0	0	0	0	0	0	0	0	0	0	0	0	0	59 51	10·25	38·10
3 0	0	0	0	0	1	0	0	1	0	0	0	0	2	50 35	10·125	38·15

Duration of smoke at different densities - - - - - - - - - 0 hours 26 minutes 31 seconds.
Interval of no smoke - - - - - - - - - - - - - 5 „ 33 „ 29 „

Ratio of smoke numbers to number of observations - - - - - - - - - - $\frac{5}{72} = ·069$
Average pressure of steam - - - - - - - - - - - - - - 11·39 lbs.
„ consumption of coal per hour - - - - - - - - - - - - - 2,352 „
„ „ per indicated horse power per hour - - - - - - - - - 4·770 „
„ amount of ashes made - - - - - - - - - - - - - - 7 „
„ mean effective pressure - - - - - - - - - - - - - - 10·79 „
„ number of revolutions per minute - - - - - - - - - - - - 39·21 No.
„ indicated horse power - - - - - - - - - - - - - - 496·138 „

Total amount of coal burnt - - - - - - - - - - - - - - 14,112 lbs.
„ „ clinker made - - - - - - - - - - - - - - - 262 „
„ „ ashes made - - - - - - - - - - - - - - - 1,962 „
„ „ soot made - - - - - - - - - - - - - - - 300 „

Steam Reserve Office, Portsmouth.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Approved,
Edw. B. Rice, Captain.

Enclosure in Letter of 4 June 1870.

"URGENT."

TRIAL No. 6.—Her Majesty's Ship "Urgent."—3rd June 1870.

Observed Time, ending	Course of Vessel.	Wind. D.	Wind. F.	Pressure of Steam.	Vacuum. Forward.	Vacuum. Aft.	Revolutions per Counter. Total.	Each Half-hour.	Per Minute.	Mean Effective Pressure.	Indicated Horse Power.	Temperature. Greatest in Stoke Hold.	Temperature. Greatest in Engine Room.	Coals used per Hour.
H. M.												°	°	*Cwts.*
10 0 a.m.	W.N.W.	W.N.W.	1·5	12·50	23·00	21·50	1,190	1,190	39·66	11·850	549·865	96	78	24
10 30 „	W.N.W.	W.N.W.	1·5	12·00	23·50	21·50	2,411	1,221	40·70	12·025	574·064	95	76	
11 0 „	W. by N.	W.	1·5	10·50	23·50	22·00	3,645	1,234	41·13	11·250	541·375	93	77	24
11 30 „	Turning	W.	1·5	11·50	23·25	21·50	4,867	1,222	40·73	11·475	546·817	89	79	
12 0noon	E. by N.	W.	1·5	10·00	23·00	21·50	6,099	1,232	41·06	11·075	532·037	88	76	32
12 30p.m.	S.E.by E.	W.	1·5	11·00	23 00	21·00	7,311	1,212	40·40	11·150	527·037	101	76	
1 0 „	S.E.by E.	W.	1·5	13·00	23·00	21·50	8,516	1,205	40·16	12·850	580·292	98	77	24
1 30 „	S.E.by E.	W.	1·5	10·50	23·00	21·00	9,704	1,188	39·60	11·125	515·444	96	77	
2 0 „	S.E.by S.	W. by S.	2	10·00	22·00	21·00	10,922	1,218	40·60	10·750	510·646	99	76	32
2 30 „	S.E.by S.	W. by S.	2	12·50	23·00	23·00	12,242	1,320	44·00	12·570	647·105	100	75	
3 0 „	N.W.byN	W. by S.	2	11·00	22·00	22·00	13,536	1,294	43·13	11·750	592·930	93	75	20
3 30 „	N.N.W.	W.	1	10·00	23·00	23·50	14,849	1,313	43·76	11·870	607·735	92	75	

Steam Reserve Office, Portsmouth.

Approved, *Edw. B. Rice*,
Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

Enclosure in Letter of 4 June 1870.

"URGENT."

Trial No. 6.—TRIAL of Powell's Duffryn and Cowpen Hartley in Port Boilers, with full Length of Furnaces; Doors perforated, in Her Majesty's Ship "Urgent."—3rd June 1870.

Time of commencing Observations.	Amount of Smoke as per Number, at the undermentioned Periods of Five Minutes each, after commencing Observations.												During the Hour. Total Amount of Smoke.	During the Hour. Interval of no Smoke.	During the Hour. Pressure of Steam.	During the Hour. Revolutions per Minute.
H. M.	M. 5	M. 10	M. 15	M. 20	M. 25	M. 30	M. 35	M. 40	M. 45	M. 50	M. 55	M. 60	*No.*	M. S.	*Lbs.*	*No.*
9 30 a.m.	1	1	2	1	2	1	2	1	1	3	1	3	19	0 0	12·25	40·18
10 30 „	1	3	2	1	2	1	2	1	2	3	1	3	22	4 0	11·00	40·93
11 30 „	1	3	3	2	3	4	1	0	5	4	3	4	33	7 0	10·50	40·73
12 30 p.m	2	3	1	2	2	2	1	3	1	2	2	3	24	0 0	11·75	39·88
1 30 „	3	4	2	1	3	2	3	1	3	3	3	2	30	0 0	11·25	42·30
2 30 „	1	3	2	3	3	3	2	4	4	1	2	3	31	0 0	10·50	43·45

Duration of smoke at different densities - - - - - - - - - - - - 5 hours 49 minutes.
Interval of no smoke - - - - - - - - - - - - - - 0 „ 11 „

Ratio of smoke numbers to number of observations - - - - - - - - - - $\frac{159}{72} = 2{\cdot}209$.

Average pressure of steam - - - - - - - - - - - - - - 11·20 lbs.
„ consumption of coal per hour - - - - - - - - - - - - 2,912 „
„ „ per indicated horse power per hour - - - - - - - - 5·195 „
„ amount of ashes made - - - - - - - - - - - - - - 287 „
„ mean effective pressure - - - - - - - - - - - - - - 11·645 „
„ indicated horse power - - - - - - - - - - - - - - 560·445 horses.
„ number of revolutions per minute - - - - - - - - - - - - 41·24 No.

Total amount of coal burnt - - - - - - - - - - - - - - 17,472 lbs.
„ „ of clinker made - - - - - - - - - - - - - - 552 „
„ „ of ashes made - - - - - - - - - - - - - - 1,722 „
„ „ of soot made - - - - - - - - - - - - - - 504 „

Steam Reserve Office, Portsmouth.

Approved' *Edw. B. Rice*,
Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

SUMMARY of Six Steaming Trials of Six Hours each in H.M.S "URGENT"; the Starboard Boilers fitted with the "LUCIFER" Slides and Bridges.

TRIAL. Date.	No.	DESCRIPTION OF COAL.	Revolutions per Minute.	Coal used per Hour.	Mean Effective Pressure.	Indicated Horse Power.	Area of Grate Surface.	Indicated Horse Power per Square Foot of Grate Surface.	Coal Burnt: Per Indicated Horse Power per Hour.	Coal Burnt: Per Square Foot of Grate Surface.	Area of Air Ports.	Amount of: Ash.	Amount of: Soot.	Amount of: Clinker.	Slides: Door.	Slides: Bridge.	Smoke by No.	Period of no Smoke during Six Hours.	Average Temperature of Escaping Gases by Pyrometer 6 feet above Uptake.	Reference to Furnaces used.	Longitudinal and Transverse Sections of Furnaces and Doors.
			No.	*Lbs.*	*Lbs.*	*No.*	*Sq. ft.*		*Lbs.*	*Lbs.*	*Sq. ins.*	*Lbs.*	*Lbs.*	*Lbs.*			*No.*				
27 April 1870	1	Ferndale, mixed with Cowpen Hartley (equal parts).	51·71	Starboard, 2949 Port, 3294	18·426	1118·739	253·3	4·41	5·618	24·61	Starboard, 825 Port, Not fitted.	Starboard, 2314 Port, 3275	Starboard, 282 Port, 516	Starboard, 358 Port, 250	Nil	Starboard full open. Port not fitted.	Starboard, 1·583 Port, 4·166	Starboard, 1 h. 14 m. Port, 1 m. 40 secs.	Starboard, 717°	Starboard, A. Port, B.	*See* Drawing next page.
2 May 1870	2	Powell's Duffryn, mixed with Cowpen Hartley (equal parts).	39·79	2912	12·18	563·64	126·6	4·45	5·176	22·98	825	1773	194	310	Nil	Full open	1·555	6 m.	Not used - (Probably same amount as on last trial, *i.e.* 717°.)	A.	
11 May 1870	3	Powell's Duffryn, mixed with Cowpen Hartley (equal parts).	38·66	3397·3	11·503	521·019	126·6	4·11	6·57	26·82	Not fitted	2434	406	406	Nil	Not fitted	4·555	Nil	1265°	B.	
26 May 1870	4	Powell's Duffryn	42·05	3024	12·34	607·372	156·2	3·88	4·974	19·36	Not fitted	2436	360	230	Nil	Not fitted	1·458	1 h. 0 m. 39 secs.	1142°	C.	
30 May 1870	5	Powell's Duffryn	39·21	2352	10·79	496·138	126·6	3 92	4·770	18·56	104	1962	300	262	Nil	1-8th part open.	0·069	5 h. 33 m. 29 secs.	509°	A.	
3 June 1870	6	Powell's Duffryn, mixed with Cowpen Hartley (equal parts).	41·24	2912	11·645	560·455	156·2	4·42	5·219	18·64	Port doors perforated, 462	1772	504	552	Doors perforated to admit air above fuel.	Not fitted.	2·209	11 m.	1034°	Furnace, C. Door, D.	

Compare Nos. 2 and 3 trials for value of air bridges and bad effects of shortened grate, in B. furnace especially.
Compare Nos. 2 and 4 trials as old and new system of fuel and furnace, observing that a longer grate to No. 2 would be a great advantage.
Compare Nos. 4 and 5 trials for value of "Lucifer" arrangement in consuming smoke and saving heat in funnel.

Steam Reserve Office, Portsmouth.

Approved,—*Edward B. Rice*, Captain of Steam Reserve.

G. Murdoch,
Chief Inspector of Machinery Afloat.

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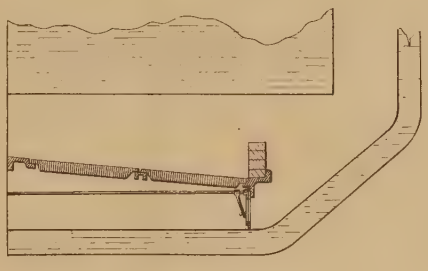
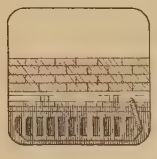
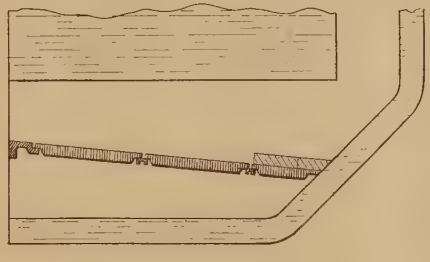
Enclosure in Letter of 4th June, 1870.

LONGITUDINAL AND TRANSVERSE SECTIONS. OF FURNACES AND DOORS.

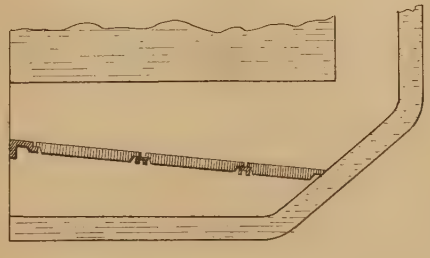


A.





B.



C.

D.

Inner Plate perforated with 18-1" & 15-¾" holes.

Enclosure in Letter of 4th June, 1870.

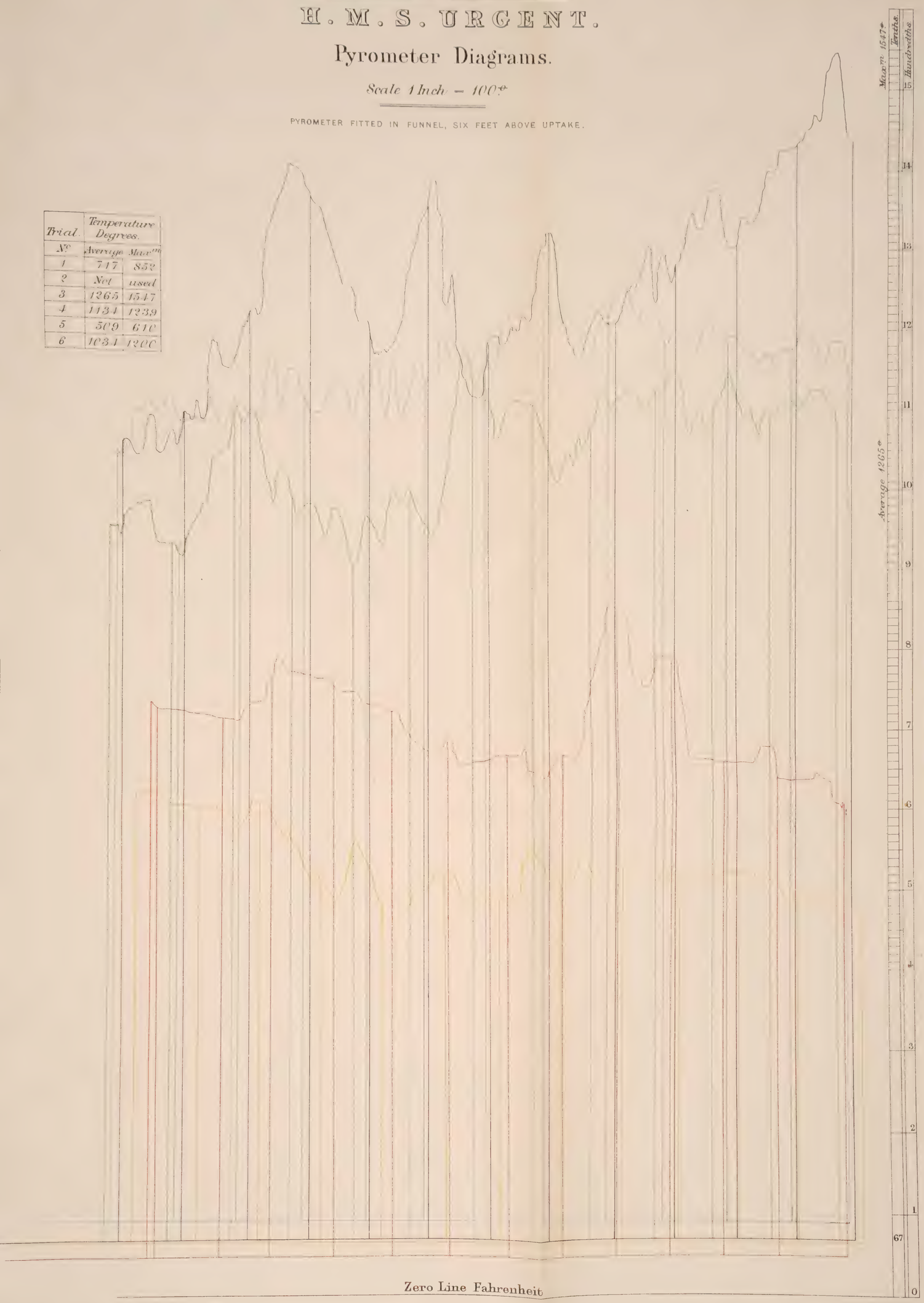
H. M. S. URGENT.

Pyrometer Diagrams.

Scale 1 Inch = 100°

PYROMETER FITTED IN FUNNEL, SIX FEET ABOVE UPTAKE.

Trial	Temperature Degrees.	
N°	Average	Max^m
1	717	852
2	Not	used
3	1265	1547
4	1134	1239
5	509	610
6	1034	1200



Trial N° 1. Starboard Funnel smoke consuming ..... 27th April 1870 In Red
... " ..... 3. Port ..... Funnel nonsmoke consuming 12th May ... 1870 In Black
... " ..... 4. Port ..... Funnel nonsmoke consuming .. 26th May ... 1870 In Blue
... " ..... 5. Starboard Funnel smoke consuming ..... 30th May ... 1870 In Yellow
... " ..... 6. Port ..... Funnel nonsmoke consuming 3rd June 1870 In Green
Doors Perforated.

G. MURDOCH
CHIEF INSPECTOR OF MACHINERY AFLOAT.

(No. 797.)

MEMORANDUM on the Discrepancy between the Portsmouth Report of 4th June 1870, above, and the Tracing enclosed in the same.

Steam Reserve, Portsmouth,
5 July 1870.

Sir,

WITH reference to your memorandum of yesterday's date (C.C. N.S.$\frac{376}{542}$) respecting the area of grate surface in the port boilers of the "Urgent," and the length of fire bars in those boilers, shown in the tracing accompanying the report, I beg to inform you that the area given in the report is correct. The tracing is not correct. An amended tracing is forwarded herewith.

I have, &c.
(signed) *Edw. B. Rice,*
Captain in Charge of the Reserve.

Rear Admiral
Wm. Loring, C.B., Superintendent.

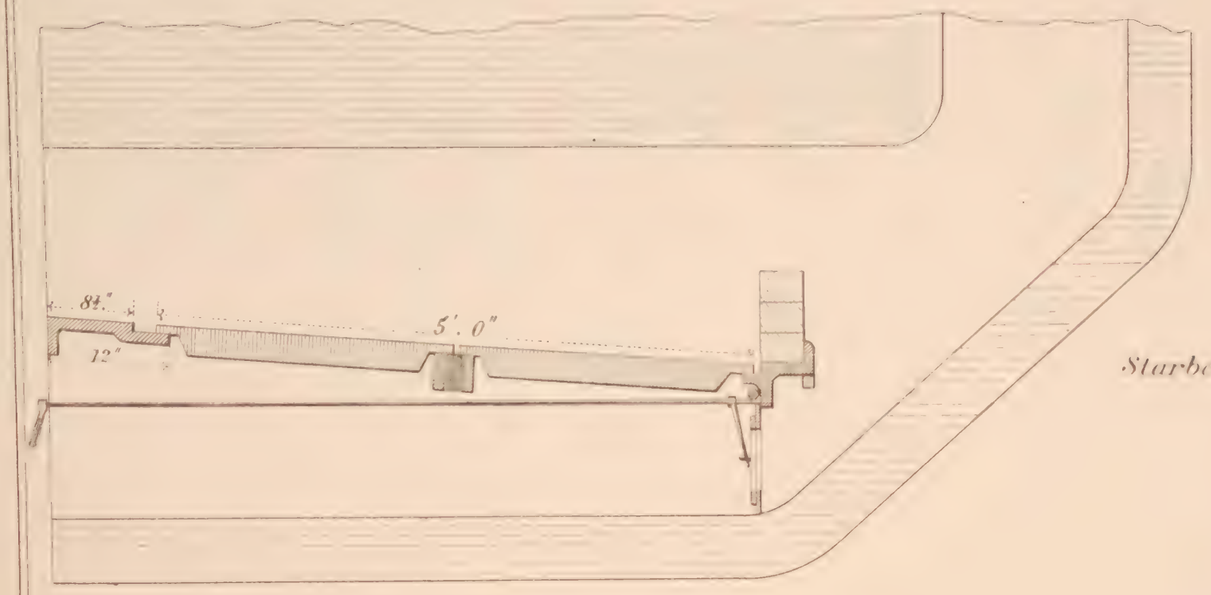
Forwarded.
(signed) *William Loring,*
Admiral Superintendent.
5 July 1870.

Enclosure in Letter of 5TH July 1870.

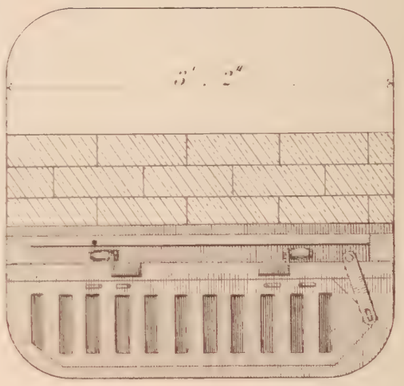
H.M.S. URGENT.

Scale ¾ = 1 Foot.

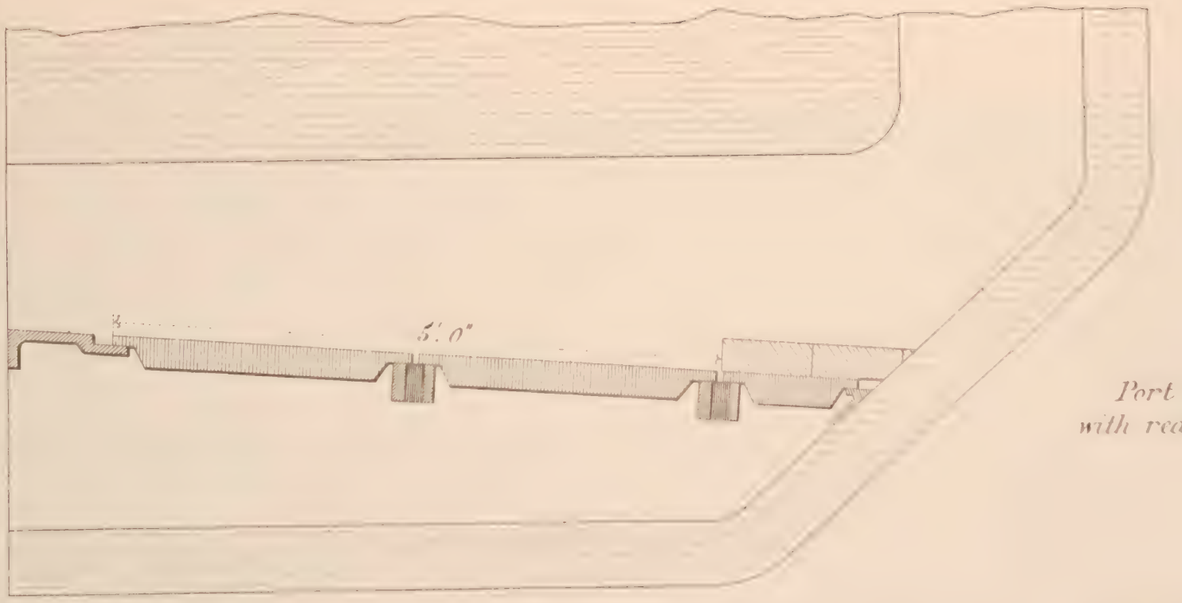
LONGITUDINAL SECTIONS.



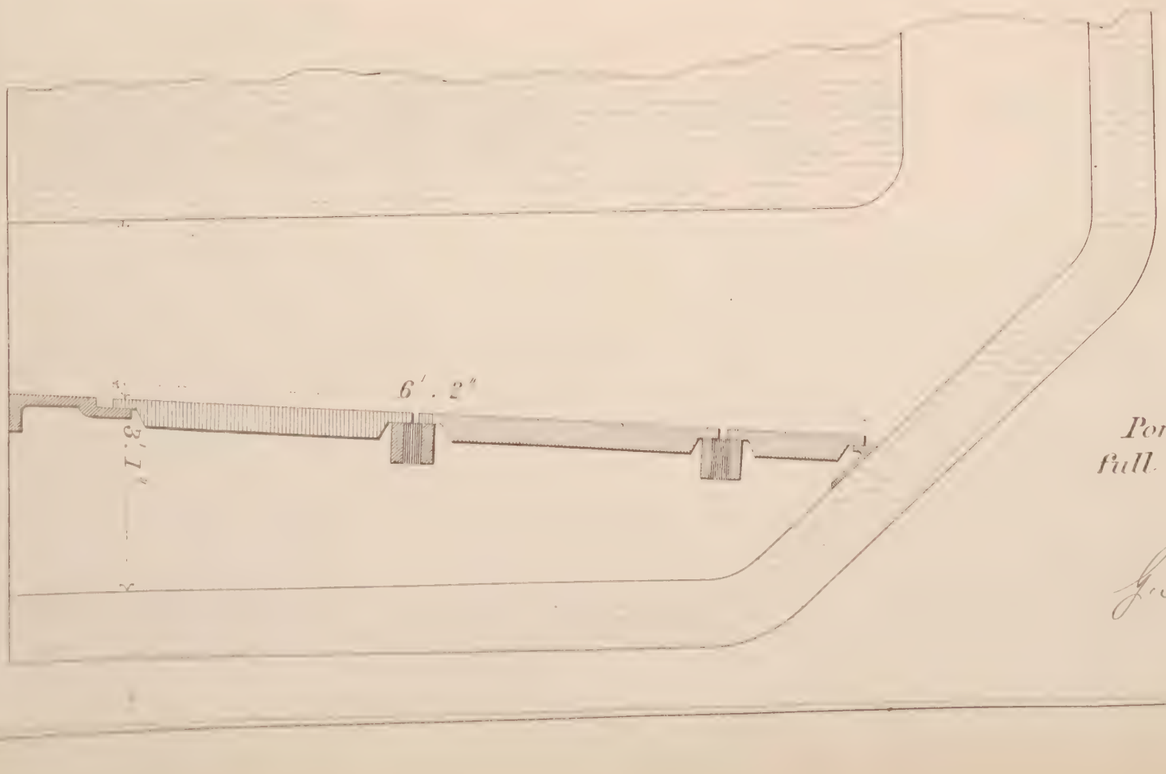
TRANSVERSE SECTIONS.

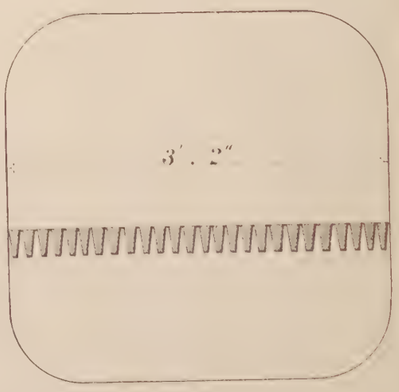


Starboard Furnace.



Port Furnace with reduced grate.





Port Furnace full grate surface.

G. Murdoch

Chief Inspector of Machinery afloat.

NAVY (COAL EXPERIMENTS).

"LUCIFER" AND "URGENT."

(No. 798.)

REPORT on the Trial of Coal in Her Majesty's Steamers "Lucifer" and "Urgent."

Steam Reserve, Portsmouth,
5 July 1870.

Sir,

I beg to return the papers relating to trials of coals in the "Lucifer" and "Urgent."

A summary of the trials in the "Lucifer," like that sent of the trials in the "Urgent," will be forwarded to-morrow.

I have nothing further to add, excepting that I propose to omit the paragraph in my covering letter of the 4th June, relative to the trial of the "Swallow." This trial would be better made in the "Active."

I have, &c.
(signed) *Edward B. Rice,*
Captain in Charge of Reserve.

Rear Admiral
William Loring, C.B., Superintendent.

Forwarded.
(signed) *William Loring,*
Admiral Superintendent.
5 July 1870.

SUMMARY of Trials of Coal on board Her Majesty's Steamers "Lucifer" and "Urgent."

A very comprehensive series of experimental trials have been carried out during the past 14 months on board Her Majesty's steamers "Lucifer" and "Urgent," at Portsmouth, with Welsh and North country coal, mixed for the purpose of ascertaining the best proportions in mixed coal and form of furnace for the consumption of smoke, &c.

The trials in the "Lucifer" were preparatory, and were found to be very useful in giving data for the experiments in the "Urgent."

The "Urgent" is fitted in the usual manner with two sets of boilers, but on board of her each set has an independent funnel, and this afforded an opportunity of fully testing the old and new forms of furnace at the same time, and by comparison. The starboard boilers have the new form of furnace, and the port boilers retain the old form.

The main difference between the old, and new or smoke-consuming, form of furnace, is, that the latter is fitted with a hanging door below the bridge at the back of the furnace, on which is fitted a gridiron slide for varying the quantity of atmospheric air admitted into the combustion chamber from the ash pit for the purpose of producing combustion of the products of combustion.

On board the "Urgent" the area of the air ports in the smoke-consuming furnaces varies from 103 to 13 inches for each furnace.

Smoke emitted from the funnel has been represented by numbers.

0 Representing no smoke visible.
1 Smoke just visible.
2 Light brown, fully visible.
3 Brown, sky visible through the smoke.
4 Brown, nearly opaque.
5 Dark brown, opaque.
6 Black smoke.
7 Dense black smoke.

"LUCIFER" and "URGENT."

The trials on board the "Lucifer" and "Urgent," with improved furnaces, clearly demonstrate as follows :—

1st. That Welsh and North country coal, mixed in equal quantities, can be used, producing nearly the same amount of smoke as with best Welsh coal in ordinary furnaces.

2nd. With the mixture there is a saving of fuel of 14·83 per cent., with an increase of power of 7·56 per cent., giving a positive gain of 22·39 per cent.

3rd. There is less ash by 21·15 per cent.

4th. There is also less soot by 52·21 per cent., thus enabling a vessel to run double the length of time without cleaning tubes.

5th. There is less clinker by 23·64 per cent., thus allowing the fires to work longer without cleaning, which is a great desideratum.

6th. The heat of the escaping gases from the funnel is 43·32 per cent. less in the new furnace than in the common one.

7th. In the new furnace the density of the smoke emitted is reduced 95·2 per cent. in using Welsh coal, and in using mixed coal 65·8 per cent.

Comparison of coals—

1st. Using all Welsh coal, *fresh worked*, there is a saving of 4 per cent. as compared with mixed used in the same furnaces.

2nd. There is an increase of ash by 10·66 per cent. in using Welsh coal as compared with mixed.

3rd. There is less soot with mixed coal by 35·33 per cent. than with Welsh.

4th. There is less clinker with all Welsh by 15·49 per cent.

From these results it is evident that there is an apparent small saving in using all Welsh coal, if it is fresh *worked* and of the *best quality* ; but the other advantages given by the mixed coal, *i. e.*, so much less soot (which is a most important item to steam vessels) and less ash, more than compensates for the small saving shewn in using all Welsh ; but the great saving in using the mixed coal will be more fully developed on foreign service, as the Welsh coal disintegrates very much, and requires a large mixture of the best Hartley coals to consume the small.

If boilers were constructed with larger combustion chambers (which can be done without any increase of cost in all new *boilers*) in the furnaces fitted on this principle, there is no doubt but mixed coal would give considerably greater benefits than has been shown in these trials.

(signed) *G. Murdoch*,
Chief Inspector of Machinery Afloat.

Approved
(signed) *R. H. Swinton*, Commander,
for Captain of Steam Reserve.

Steam Reserve Office,
13 July 1870.

Rear Admiral Loring, C.B., Portsmouth.

Forwarded for the information of Secretary to the Admiralty.

(signed) *William Loring*,
Rear Admiral Superintendent.

RETURN of the Results of a Series of Experimental Trials made during the last Twelve Months on board Her Majesty's Steamers "Urgent" and "Lucifer," at *Portsmouth*, with Welsh and North Country Coal, with the view of ascertaining the best Proportions in Mixed Coal, and the best Form of Furnace to be used for the Consumption of Smoke.

(*Mr. Liddell.*)

Ordered, by The House of Commons, *to be Printed*,
18 *July* 1870.

[*Price* 4 *s.* 6 *d.*]

355.

Under 8 *oz.*

NAVY.

RETURN to an Order of the Honourable The House of Commons, dated 6 May 1870—*for*,

RETURN "showing the Amount of COAL in STORE at the several HOME and FOREIGN DEPÔTS on the 31st day of January in each Year since 1867 inclusive, and the Average Price paid per Ton; together with an ABSTRACT from REPORTS on the Qualities of the COALS, and the Saving effected last Year by the new method of Purchasing Direct."

Admiralty, 6 May 1870.

THOS. WOLLEY, Chief Clerk.

RETURN showing the Amount of COAL in STORE at the several HOME and FOREIGN DEPÔTS on the 31st day of January in each Year since 1867 inclusive, and the Average Price paid per Ton.

HOME DEPÔTS.

	Store, 31 January 1867.	Average Price in 1866.	Store, 31 January 1868.	Average Price in 1867.	Store, 31 January 1869.	Average Price in 1868.	Store, 31 January 1870.	Average Price in 1869.
Deptford:	*Tons.*	*s. d.*	*Tons.*	*s. d.*	*Tons.*	*s. d.*	*Tons.*	*s. d.*
Steam Vessels -	—	—	—	—	—	—	—	—
Yard Purposes -	308	17 2	1,278	16 1	1,254	16 -	290	None bought.
Woolwich:								
Steam Vessels -	2,644	19 -	2,005	19 2	2,070	22 6	—	—
Yard Purposes -	2,536	18 7	3,494	15 11	3,366	17 -½	—	—
Chatham:								
Steam Vessels -	- -	19 2	18	19 6	81	—	—	—
Yard Purposes -	5,090	15 2½	5,222	14 3¾	5,165	15 -½	7,612	11 9
Sheerness:								
Steam Vessels -	4,895	18 -	4,443	18 5¾	732	22 6	1,436	15 3
Yard Purposes -	2,072	15 -	1,187	15 2	2,101	15 1	3,280	11 9
Portsmouth:								
Steam Vessels -	7,299	17 4½	3,627	17 3	6,717	16 6¾	8,901	15 6
Yard Purposes -	2,629	15 1¾	3,000	14 2½	3,728	13 11½	4,211	12 9
Portland:								
Steam Vessels -	1,568	- -	2,187	16 2½	842	- -	1,430	15
Devonport:								
Steam Vessels -	5,517	16 -	4,256	16 11½	3,040	15 6¾	2,856	15 5
Yard Purposes -	1,026	15 10	1,892	15 9½	1,039	15 5¼	2,227	13 2¾
Pembroke:								
Steam Vessels -	600	14 6	170	14 9	491	14 -	946	12 6
Yard Purposes -	1,078	14 2¼	4,256	13 8½	1,462	13 3½	1,788	11 6½
Haulbowline:								
Steam Vessels -	1,702	18 -	668	16 5	743	16 -¾	619	14 8½

RETURN showing the Amount of Coal in Store on 31 January in each Year, since 1867 inclusive, &c.—*continued.*

FOREIGN DEPÔTS.

STATION.	Store, 31 January 1867.	Average Price in 1866.	Store, 31 January 1868.	Average Price in 1867.	Store, 31 January 1869.	Average Price in 1868.	Store, 31 January 1870.	Average Price in 1869.	REMARKS.
	Tons.	*s. d.*	*Tons.*	*s. d.*	*Tons.*	*s. d.*	*Tons.*	*s. d.*	
Gibraltar	3,625	28 10	2,488	24 9½	3,041	23 8	409	22 9	Several thousand tons had been shipped for these places, but were detained by contrary winds. They arrived, however, the first week in February.
Malta	19,319	33 9	16,252	26 5	4,480	23 10	970	23 2	
Athens	986	31 7	943	32 –	943	32 –	384	none bought	
Bathurst, Gambia	494	41 6	746	36 6	652	36 6	632	ditto	
Sierra Leone	2,067	42 2	2,048	36 9	683	36 9	440	27 3	
Ascension	165	41 –	2,463	37 5	1,111	36 2	1,136	32 6	
Fernando Po	455	41 8	916	39 –	373	39 –	110	34 –	
Jellah Coffee	643	46 6	402	39 3	167	36 6	289	33 11	
Loando	1,221	52 2	699	46 6	682	44 7	Depôt abolished.		
Cape of Good Hope	3,379	45 3	15,739	47 10	13,200	47 10	8,030	33 6	
Trincomalee	191	45 –	234	50 3¼	1,964	43 6	1,628	none bought	
Singapore	3,649	48 10	1,029	40 9	300	34 9	2,788	38 –*	* Bought out of proper freight season, coals being urgently wanted.
Hong Kong	2,797	60 –	631	58 9	1,709	49 9	2,719	39 –	
Shanghai	1,836	73 3	1,320	73 3	1,009	64 4	1,805 on 31 Dec.	47 –	
Halifax	4,040	25 9	1,849	24 9	2,706	31 –	1,487	25 4½	5,000 tons were on the way to these ports.
Bermuda	3,997	32 8	4,594	29 5	2,106	27 8	835	26 11	
Jamaica	3,167	32 7¼	5,611	31 5	3,450	31 5	1,768	26 11	
Antigua	770	28 8	494	28 8	444	28 8	394	25 6	
Barbadoes	459	30 10	741	28 10	407	26 –	592	23 3	
Nassau	Local Contract.	35 –	Local Contract.	35 –	Local Contract.	35 –	610	31 –	

LOCAL CONTRACTS.

STATION.	Quantity to be kept in Store.	Last Contract Price.	Price per Ton for this Year's Contract.
	Tons.	£. *s. d.*	£. *s. d.*
Fayal	250	2 4 –	1 17 6
St. Vincent	1,500	2 9 –	2 6 –
Mauritius	3,000	2 18 6	2 8 –
Jersey		1 1 –	– 19 –
Lisbon	1,500	1 5 6	1 4 –
Madeira	500	1 18 –	1 15 –
Rathmullen	200	– 19 6	– 18 –

Qualities of the Coals.

ABSTRACT of the Reports from 159 Ships on the Qualities of the Coals Consumed during the half-year ending 31st December 1869.

68	Ships have used a mixture of North Country and Welsh coals, and report them well suited to the service, as generating steam very quickly, and in many instances emitting little or no smoke.
2	Ships have used the mixture, and report unfavourably of them.
10	Ships have used foreign coals, four report favourably, and six unfavourably.
73	Ships have used only Welsh coals, and report favourably.
6	Ships have used only Welsh coals, and report unfavourably.
159	

Several ships have used Scotch coals, and entertain a good opinion of them.

Saving.

The saving on last year's home and foreign purchases amounted to 17,501 *l.* 14 *s.* 3 *d.*, which saving was effected simply on the first cost, and has no reference whatever to the saving that will result from the mixing of the Hartley coals with the South Wales.

It may also be remarked that in consequence of the Channel Fleet having coaled at Milford Haven, a saving of 422 *l.* was effected.

Robert Spencer Robinson,
Controller of the Navy.

W. E. Baxter,
Financial Secretary.

NAVY.

RETURN showing the Amount of Coal in Store at the several Home and Foreign Depôts on the 31st day of January in each Year since 1867 inclusive, and the Average Price paid per Ton; together with an Abstract from Reports on the Qualities of the Coals, and the Saving effected last Year by the new method of Purchasing Direct.

(*Mr. Baxter.*)

Ordered, by The House of Commons, *to be Printed,*
19 *May* 1870.

COAST GUARD.

RETURN to an Order of the Honourable The House of Commons, dated 29 July 1869;—*for*,

RETURN "of the Names and Situations of all COAST GUARD STATIONS, with Total Cost of each, for the Year ending December 1868; together with the Number and Rating of Officers and Men engaged in the Service:

Name of Station.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.	Rent.	Ammunition.	Other Charges.	Total Cost for one Year of each Station.	Value, if Government Property.	Remarks.

"*N.B.*—The Number of Stations is ."

Admiralty, 1 August 1870.

THOS. WOLLEY, Chief Clerk.

(*Mr. Gourley.*)

Ordered, by The House of Commons, *to be Printed*, 2 *August* 1870.

RETURN of the Names and Situations of all COAST GUARD STATIONS, with the Total Cost of each, for the

I.—ENGLAND. - - - - - - - - -

NAME of STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
						£. s. d.	£. s. d.
BERWICK DIVISION:							
Burnmouth - - - Detachment, Eyemouth.	Berwick -	1 chief boatman in charge.	2 commissioned boatmen, 3 boatmen.	3	3	386 18 9 including allowances.	- -
Berwick - - - - Detachments, Spittal and Cheswick.	Berwick -	1 inspecting commander, 1 chief officer, 2nd class.	1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 2 boatmen.	3	4	1,067 3 -¾ including allowances.	- -
Holy Island - - - Detachment, Budle.	Berwick -	1 chief boatman in charge.	2 commissioned boatmen, 5 boatmen.	4 (boarding and day watch).	4	556 4 9 including allowances.	- -
Newton - - - - Detachments, Beadnel and North Sunderland.	Berwick -	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 5 boatmen.	5 (boarding and day watch).	5	693 7 2½ including allowances.	- -
Craster - - - -	Berwick -	1 chief boatman in charge.	2 commissioned boatmen, 2 boatmen.	2	3	332 9 11½ including allowances.	- -
Alnmouth - - - - Detachments, Boulmer, Amble, Hawxley, and Cresswell.	Berwick -	1 chief officer, 2nd class.	1 chief boatman, 4 commissioned boatmen, 6 boatmen.	6 (boarding and day watch).	6	788 15 7¾ including allowances.	- -
SUNDERLAND DIVISION:							
Blyth Haven - - -	North Shields	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	4	7	360 8 9	267 13 4
Tynemouth - - - -	North Shields	1 chief officer, 2nd class.	2 chief boatmen, 1 divisional carpenter, 2 commissioned boatmen, 5 boatmen.	1	9	440 - -	297 13 -
Sunderland - - - -	Sunderland -	1 inspecting commander, 1 navigating lieutenant.	1 chief boatman, 2 commissioned boatmen, 3 boatmen.	(a) 3	(b) 8	737 12 11	405 2 6
Seaham Harbour - -	Seaham Harbour.	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	(c) 1	3	299 12 1	211 7 11
Hartlepool - - - - Detachment, Seaton.	Hartlepool -	1 staff commander -	2 chief boatmen, 4 commissioned boatmen, 5 boatmen.	(d) 5	(e) 11	602 15 5	313 - - victualling, &c.
WHITBY DIVISION:							
Coatham - - - -	Middlesbro' -	1 chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	1	4	270 14 2	176 8 4
Saltburn - - - - -	- ditto -	1 chief officer, 2nd class.	1 chief boatman, 2 commissioned boatmen, 2 boatmen.	2	5	301 2 6	(f) 153 - -
Staiths - - - -	Whitby -	1 chief boatman in charge.	7; 4 commissioned boatmen, 3 boatmen.	(g) 4	(h) 4	310 4 7	146 15 5
Whitby - - - -	Whitby -	1 inspecting commander, 1 chief officer, 2nd class.	7; 1 chief boatman, 2 commissioned boatmen, 1 divisional carpenter, 3 boatmen.	1	7	372 2 1	216 7 11
Robin Hood's Bay - -	Whitby -	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	1	5	(i) 348 5 5	(k) 130 13 4

(a) One inspecting commander, one navigating lieutenant, and one boatman.
(b) One inspecting commander, one navigating lieutenant, one chief boatman, and four commissioned boatmen and boatmen inclusive.
(c) One day watchman, and there are two seamen gunners employed drilling Royal Naval Reserve.
(d) One officer and four men. (e) One officer, two chief boatmen, and eight men. (f) For subsistence and fuel money for watch-room.

Year ending December 1868; together with the Number and Rating of Officers and Men engaged in the Service.

I.—ENGLAND.

Rent.	Ammunition.	Other Charges.	Total Cost for one Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
9 - -	Established Allowance.—Percussion caps, 720. Ball cartridges: musket, rifled, 240; pistol, sea service, 120. Blank cartridges: all arms, 150; pistol, sea service, 90.	9 11 -½	405 9 9½	600 - -	
18 - -	Established Allowance.—Percussion caps, 762. Ball cartridges: musket, rifled, 240; pistol, sea service, 140. Blank cartridges: all arms, 150; pistol, sea service, 105.	42 15 6	1,127 18 6¾	500 - -	
31 6 -	Established Allowance.—Percussion caps, 960. Ball cartridges: musket, rifled, 320; pistol, sea service, 160. Blank cartridges: all arms, 200; pistol, sea service, 120.	22 16 1	610 6 10	100 - -	
17 16 -	Established Allowance.—Percussion caps, 1,132. Ball cartridges: musket, rifled, 360; pistol, sea service, 200. Blank cartridges: all arms, 225; pistol, sea service, 150.	40 1 2½	751 4 4	1,260 - -	
35 - -	Established Allowance.—Percussion caps, 600. Ball cartridges: musket, rifled, 200; pistol, sea service, 100. Blank cartridges: all arms, 125; pistol, sea service, 75.	19 8 9½	386 18 8½	246 - -	
40 10 -	Established Allowance.—Percussion caps, 1,142. Ball cartridges: musket, rifled, 440; pistol, sea service, 240. Blank cartridges: all arms, 275; pistol, sea service, 180.	18 13 -	847 18 7¾	100 - -	
89 6 8	7 18 3	6 2 - water rent.	731 9 -	- - nil.	
39 - -	6 - -	20 - -	802 13 -	680 - -	
67 3 -	4 18 5½	3 19 -	1,218 15 10½	350 - -	
75 - -	Rifle ball, 180; 32-pound shot, 18; 4-lb. charges, 18. Value, 2 *l.* 16 *s.* 4½ *d.*	Water, rates, taxes, 4 *l.* 10 *s.*	592 6 4½	200 - -	
131 10 -	2 6 10½	Paint and stores for cleaning arms, &c., 2 *l.* 5 *s.*	1,051 17 3½	200 - -	
54 3 -	Forty rounds a man per annum	Fuel for watch-house, and stationery, 17 *l.* 10 *s.*	508 15 6	250 - -	
Officer and 4 men in Government quarters, officer paying 9 *l.* rent; man at detachment allowed 8 *l.* 5 *s.* as rent.	Value not known - - -	Annual stores, 3 *l.* 9 *s.* 9 *d.*	465 17 3 without value of ammunition.	960 *l.*; Government property, 8 cottages and watch-room.	
Four houses hired by the Crown, 51 *l.*	Ball cartridge, 320; blank cartridge, 200; pistol ball, 160; pistol blank, 120; percussion caps, 960.	Fuel, 7 *l.*; cost of stores, &c., not known.	Not known -	About 200 *l.*, subject to ground-rent of 3 *l.* per annum for 24 years to come.	
79 2 6	Percussion caps, 840; rifle ball, 280; rifle blank, 175; pistol ball, 140; pistol blank, 105; 32-pounder shot, 12; 4-lb. cartridge, 12; friction tubes, 16.	Stores, repairs, &c., 52 *l.* 15 *s.* 10¼ *d.*	720 8 4½	200 - -	
(*l*) 36 15 -	Rifle ball, 280; rifle blank, 175; pistol ball, 140; pistol blank, 105.	Fuel for station, watch-houses, &c., 7 *l.*; stationery, 10 *s.*	523 3 9	Not Government property.	

(*g*) Three men for the boat to board vessels when required. (*h*) Two of which are at the detachments.
(*i*) Offices, 109 *l.* 10 *s.*; chief boatman, 39 *l.* 10 *s.* 10 *d.*; two commissioned boatmen, 86 *l.* 13 *s.* 9 *d.*; three boatmen, 112 *l.* 10 *s.* 10 *d.*
(*k*) Offices, 24 *l.* 6 *s.* 8 *d.*; chief boatman, 24 *l.* 6 *s.* 8 *d.*; two commissioned boatmen, 29 *l.* 6 *s.* 8 *d.*; three boatmen, 53 *l.* 13 *s.* 4 *d.*
(*l*) Two houses, boat and watch-houses adjoining, 17 *l.*; three houses, 19 *l.* 15 *s.*

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
ENGLAND—*continued.*						£. s. d.	£. s. d.
BRIDLINGTON DIVISION:							
Scarborough	Scarborough	1 chief officer, 2nd class.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	1 occasionally all the crew.	6	331 10 10	258 10 10
Filey	Scarborough	1 chief officer, 2nd class.	6; 1 chief boatman, 3 commissioned boatmen, 2 boatmen.	1	5	302 12 11	211 5 10
Flamborough Head	Bridlington	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	1	6	299 12 11	224 6 8
Bridlington Quay	Scarborough	1 inspecting commander, 1 officer, 2nd class.	9; 1 chief boatman, 3 commissioned boatmen, 4 boatmen, 1 chief carpenter.	2 occasionally 3	8 sometimes 7	403 4 –	289 6 3
Hornsea	Hull	1 chief officer, 2nd class.	5; 1 chief boatman, 1 commissioned boatman, 3 boatmen.	1	4	304 4 10	214 5 5
Landlemere	Hull	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	– –	214 8 9	183 18 4
PATRINGTON DIVISION:							
Kilnsea Detachment, Easington.	Hull	1 chief boatman in charge.	6; 3 commissioned boatmen, 3 boatmen.	2	5	280 12 –	170 16 –
Patrington Detachments, Stone Creek, Holmpton, Patrington Haven.	Hull	1 divisional officer (staff commander).	7; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 3 boatmen.	2	5	460 – –	331 – –
Paull	Hull	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	173 18 2	121 13 4
BARTON DIVISION:							
Barton Detachments, Ferriby Sluice, New Holland.	Hull	1 divisional officer (staff commander).	2 chief boatmen, 5 commissioned boatmen, 7 boatmen, 1 divisional carpenter.	10	14	1,149 13 10	144 10 –
Killingholme Detachments, Skitter Point, Stallingborough.	Grimsby	1 chief boatman in charge.	3 commissioned boatmen, 3 boatmen.	none	7	488 12 11	7 10 –
GRIMSBY DIVISION:							
Cleethorpes Detachment, Tetney Lock.	Grimsby	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 5 boatmen.	2	8	57 – – per month.	1 – – per month.
Donna Nook Detachment, Horse Shoe Point.	Grimsby	– – –	1 chief boatman in charge, 3 commissioned boatmen, 4 boatmen.	2	6	About 44 *l.* per month.	1 – – per month.
Saltfleet Detachment, Oliver's Gap.	Grimsby	– – –	1 chief boatman in charge, 2 commissioned boatmen, 4 boatmen.	2	5	About 42 *l.* per month.	1 – – per month.
Mablethorpe Detachment, Mablethorpe, St. Peter's.	Grimsby	1 inspecting commander.	1 chief boatman in charge, 2 commissioned boatmen, 1 boatman, 1 divisional carpenter.	2	5	About 40 *l.*	1 – –
Sutton Detachment, Huttoft.	Grimsby	– – –	1 chief boatman in charge, 2 commissioned boatmen, 3 boatmen.	2	4	About 40 *l.* per month.	1 – – per month.
Chapel Detachments, Ingoldmills and Anderby.	Grimsby	– – –	1 chief boatman in charge, 3 commissioned boatmen, 4 boatmen.	2	6	About 44 *l.* per month.	1 10 – per month.
Skegness Detachment, Gibraltar Point.	Boston	1 chief officer, 2nd class.	1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	4	About 45 *l.* per month.	1 – – per month.
Heligoland	Hull	1 chief officer, 2nd class.	1 chief boatman, 2 commissioned boatmen, 2 boatmen.	2	3	40 – – per month.	1 – – per month.

(*a*) Including rocket store, which belongs to Board of Trade.

(*b*) Rent of Marfleet detachment, 17 *l.*, included in this amount.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.		£. s. d.	£. s. d.	£. s. d.	
83 13 –	Rifle, 280 rounds - - -	2 *l* 10 *s.*, rates and taxes, &c.	956 4 8	—	
59 *l.* 10 *s.*; 7 *l.* 10 *s.* for rocket store, Board of Trade.	Rifle ball, 840; rifle blank, 280; pistol ball, 140; pistol blank, 105; caps, 300; rockets, 18.	- - nil - -	(*a*) 580 18 9	—	
18 4 –	Rifle ball, 280; rifle blank, 175; pistol ball, 140; pistol blank, 105; percussion caps, 280; rockets, 18.	Stores, 7 *l.* - -	542 3 7	1,050 - -	
83 12 8	Rifle ball, 310; rifle blank, 150; pistol ball, 150; pistol blank, 50; percussion caps, 400.	6 - -	782 2 11	60 - -	
29 10 –	Rifle ball, 240; rifle blank, 150; pistol ball, 120; pistol blank, 90; percussion caps, 230.	8 - -	556 - 3	1 cottage; 96 *l.*	
3 - -	Rifle ball, 240; rifle blank, 150; pistol ball, 120; pistol blank, 90; percussion caps, 230.	18 - -	419 7 1 plus ammunition.	1,280 - -	
35 - -	Rifle ball, 200; rifle blank, 15; pistol ball, 140.	Fuel, 7 *l.*; stationery, 10 *s.*	493 18 –	475 *l.*; rent paid for ground, 4 *l.*	
33 - -	Supplied from War Department	- - nil - -	824 - -	760 - -	
(*b*) 39 - -	Rifle ball, 200; rifle blank, 125; pistol ball, 100; pistol blank, 75.	Fuel, 7 *l.*; stationery, 10 *s*; sweeping chimneys, 10 *s.*	(*b*) 342 11 6	—	
166 3 4	Value not known - - -	225 *l.* 8 *s.* 3 *d.* tradesmen's bills, stores, &c.	1,685 15 5	Not Government property.	Leased to and rented by Crown.
21 *l.* 4 *s.*, land rent for buildings.	Value not known - - -	127 *l.* 17 *s.* 11 *d.* tradesmen' bills, stores, &c.	645 4 10	1,050 - -	
Station, Admiralty freehold; detachment, Tetney Lock, on leased ground, 5 *l.* per annum.	9 rifles, complete, with swords; ball cartridge, 360; blank cartridge, 145; allowed for the station.	Rates and taxes -	About 760 *l.* -	1,650 - -	One man stationed at Grimsby in a hired house by the Crown, at annual rent of 14 *l.* per annum; Government pay rates and taxes.
Freehold; detachment on leased ground, 2 *l.* per annum.	8 rifles, complete; ball cartridge, 320; blank cartridge, 160.	Rates and taxes -	About 600 *l.* -	1,700 - -	Ground for flag-staff, rented at 15 *s.* per annum.
Stations, 4 hired houses, rent 70 *l.* 11 *s.* 6 *d.* per annum; detachment on leased ground, 1 *l.* per annum.	7 rifles, complete; ball cartridge, 280; blank cartridge, 140.	Rates and taxes -	650 - -	Oliver's Gap detachment, 635 *l.*	
Station, hired houses, &c. with half an acre of ground, 40 *l.* per annum; detachment, freehold.	5 rifles, complete; ball cartridge, 200; blank cartridge, 100.	Rates and taxes, wooden look-out house 10 *s.* per annum.	650 - -	500 - -	
Station, at annual rent, 43 *l.* per annum; boathouse, 6 *l.* per annum; detachment, leased, 32 *l.* per annum.	6 rifles, complete; ball cartridge, 240; blank cartridge, 120; one 32-pounder, with powder and shot.	Wooden look-out house, rent 1 *l.* per annum.	750 - -	—	
Station, freehold; Ingoldmills detachment, leased, 27 *l.*; Anderley detachment, leased, 17 *l.*; a look-out house, leased ground, 10 *l.* per annum.	8 rifles, complete; ball cartridge, 320; blank cartridge, 160.	Rates and taxes -	About 650 *l.* -	About 660 *l.*	
Station, leased 55 *l.* per annum; Gibraltar Point on leased ground, at 1 *l.* per annum.	6 rifles, complete; ball cartridge, 240; blank cartridge, 120.	- - -	About 690 *l.* -	About 350 *l.* - -	An acre of land purchased by Government, 16th August 1862, at Cottage Gap.
- - - -	5 rifles, complete, with ammunition.	- - -	- -	- - -	Other allowances are paid by Colonial Department.

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
						£. s. d.	£. s. d.
ENGLAND—*continued.*							
WRANGLE DIVISION:							
Wrangle	Boston	- nil -	5 men; 1 chief boatman in charge, 1 commissioned boatman, 3 boatmen.	2	5 the whole.	190 5 –	120 – – subsistence.
Hobb Hole	Boston	1 divisional officer (staff commander).	7 men; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	2	(a) 5	437 – –	192 – – subsistence.
HOLBEACH DIVISION:							
Fosdyke Detachment, Fleethaven.	Boston	1 divisional officer (gunner, 2nd class).	1 chief boatman, 3 commissioned boatmen, 3 boatmen.	7	7	375 – –	260 – –
Sutton Bridge Detachment, Drove End.	Wisbeach	1 chief officer, 2nd class.	1 chief boatman, 2 commissioned boatmen, 4 boatmen.	8	8	330 8 2	177 16 8
LYNN DIVISION:							
Lynn Detachments, Banklands, Wolferton, Snettisham.	Lynn	1 divisional officer (lieutenant).	11; 1 chief boatman, 4 commissioned boatmen, 5 boatmen, 1 divisional carpenter.	2	9	535 17 6	360 – –
WELLS DIVISION:							
Hunstanton	Lynn	1 chief boatman in charge.	6 men; 2 commissioned boatmen, 4 boatmen.	2	5	242 5 –	186 19 2
Brancaster	Brancaster	1 chief officer	6 men; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	5	336 2 1	220 7 6
Burnham	Burnham	1 chief officer, 2nd class.	7 men; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	2	6	328 10 –	243 4 7
Wells	Wells	1 inspecting commander, 1 chief officer, 2nd class.	7 men; 1 chief boatman, 2 commissioned boatmen, 3 boatmen, 1 divisional carpenter.	2	6	343 14 2	246 9 7
Morston	Blakeney	1 chief officer, 2nd class.	6 men; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	5	299 12 1	217 11 8
CROMER DIVISION:							
Weybourne	Wells	1 chief boatman in charge.	2 commissioned boatmen, 3 boatmen.	1	4	208 7 1	198 – 10
Sheringham	Wells	1 chief officer, 2nd class.	1 chief boatman, 1 commissioned boatman, 2 boatmen.	1	3	238 15 5	151 19 7
Cromer	Great Yarmouth.	1 chief officer, 2nd class.	1 chief boatman, 2 commissioned boatmen (1 a seaman gunner), 2 boatmen, 1 divisional carpenter.	2	4	320 17 11	218 17 11
Mundsley	Great Yarmouth.	1 inspecting commander, 1 chief officer (civilian).	1 chief boatman, 1 commissioned boatman, 1 boatman (fleet), 1 boatman (civilian).	1	3	666 2 6	301 11 3
Bacton	Great Yarmouth.	1 chief officer, 2nd class.	1 chief boatman, 2 commissioned boatmen, 4 boatmen.	2	5	328 10 –	261 16 11
Palling	Great Yarmouth.	1 chief officer, 2nd class.	5; 1 chief boatman, 1 commissioned boatman, 3 boatmen.	1	4	267 13 5	180 17 10
NORTH YARMOUTH DIVISION:							
Winterton	Great Yarmouth.	1 chief boatmen in charge.	7; 2 commissioned boatmen, 5 boatmen.	2	5	320 3 –	206 13 4
Caister	Great Yarmouth.	1 chief boatman in charge.	6; 2 commissioned boatmen, 4 boatmen.	2	4	296 4 7	129 3 4
North Yarmouth	Great Yarmouth.	1 inspecting commander, 1 chief officer, 2nd class.	10; 1 chief boatmen, 1 divisional carpenter, 4 commissioned boatmen, 4 boatmen.	5	5	501 17 6	267 13 4

(a) Three men boarding, day and night at tide time, vessels bound up the rivers.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
17 *l.* 7 *s.*, ground rent and rent reimbursed.	1 10 –	10 *l.*, fuel, rates, &c.	339 2 –	300 – –	This station has Friskney detachment to man out of its crew (two men).
16 *l.* 7 *s.* 6 *d.*, ground rent and rent reimbursed.	2 13 –	20 *l.*, fuel, rates, repairs, &c.	668 – 6	525 – –	This station has Freiston detachment to man out of its crew (two men).
40 – –	Rifle ball, 224; rifle blank, 70; pistol ball, 108; pistol blank, 65; percussion caps, 472.	15 9 –	– –	150 *l.*; 2 cottages built by the Crown, in good repair.	
76 – –	Rifle ball, 180; rifle blank, 35; pistol ball, 100; pistol blank, 60; pistol caps, 450.	14 – –	– nil.	—	
100 9 –	Not known – – – –	3 12 –	999 18 6	200 – –	
58 – –	Rifle ball, 280; rifle blank, 175; pistol ball, 140; pistol blank, 105.	1 2 6	488 6 8	100 – –	
7 9 –	Rifle ball, 240; rifle blank, 150; pistol ball, 120; pistol blank, 90; caps, 240.	7 2 6	571 1 1	1,600 – –	
73 – –	Great gun, 53; rifle ball, 211; pistol ball, 71; pistol blank, 25.	5 13 –	650 7 7	—	
77 – –	Rifle ball, 320; rifle blank, 200; pistol ball, 160; pistol blank, 120; caps, 600.	1 10 –	668 13 9	Eastern Marsh detachment, 320 *l.*	
58 – –	Rifle ball, 280, rifle blank, 175; pistol ball, 140; pistol blank, 105; caps, 520.	4 3 4	579 7 1	Blakeney Beach detachment, 320 *l.*	
8 13 –	1 3 –	16 9 11	432 13 10	Leasehold, 660 *l.* –	Value of ammunition approximate only.
3 – –	1 – –	7 12 –	402 7 –	Leasehold, 1,526 *l.* –	Value of ammunition approximate only.
80 – –	1 8 –	24 14 –	645 17 11	– – –	Value of ammunition approximate only.
2 – –	1 – –	10 4 8	980 18 5	1,650 – –	Value of ammunition approximate only.
50 – –	11 12 –	11 5 8	663 4 7	290 – –	Value of ammunition approximate only.
53 – –	1 4 –	10 11 7	513 6 10	300 – –	Value of ammunition approximate only.
50 – –	Expended—Rifle ball, 280; rifle blank, 100; pistol ball, 100; pistol blank, 80; caps, 340; 4-lb. cartridges, 15; 32-lb. shot, 15; tubes, 30. Value unknown.	Stores, 4 *l.* 5 *s.*; tithes, 5 *s.*; repairs, 3 *l.* 3 *s.* 6 *d.*	584 9 10	8 new cottages, watch-house, and boat-house, value 2,300 *l.*	
38 – –	Expended—Rifle ball, 180; rifle blank, 35; pistol ball, 112; pistol blank, 80; caps, 362; 4-lb. cartridges, 12; 32-lb. shot, 12; tubes, 30. Value not known.	Stores purchased, 3 *l.* 16 *s.* –½ *d.*	467 3 11½	About a quarter of an acre of land, cost 120 *l.*	
– – nil – –	Expended—Rifle ball, 400; rifle blank, 250; pistol ball, 200; pistol blank, 150; caps, 1,200; 4-lb. cartridges, 26; 32-lb. shot, 26; tubes, 50.	58 12 2	828 3 –	Officer's quarters, 10 cottages, boathouse, watch-house, carpenter's shop, &c., value 5,500 *l.*	

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
ENGLAND—*continued.*						£. s. d.	£. s. d.
NORTH YARMOUTH DIVISION—*cont^d.*							
Corton - - - - - Detachment, Gorleston.	Great Yarmouth	1 lieutenant - -	1 chief boatman, 2 commissioned boatmen, 4 boatmen.	2	4	440 - -	204 15 8
Lowestoft - - - -	Lowestoft -	1 chief officer, 2nd class.	1 chief boatman, 4 commissioned boatmen, 6 boatmen.	4	6	533 16 3	285 3 4
Kessingland - - -	Lowestoft -	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 6 boatmen.	3	7	494 5 5	257 16 8
Southwold - - - -	Southwold -	1 chief officer, 2nd class.	1 chief boatman, 4 commissioned boatmen, 7 boatmen.	3	9	542 18 9	316 6 8
ALDEBURGH DIVISION:							
Misner Haven - - -	Lowestoft -	1 chief officer, 2nd class.	1 chief boatman, 2 commissioned boatmen, 4 boatmen.	2	5	299 8 10	221 11 6
Sizewell Gap - - -	Lowestoft -	1 chief officer (civilian)	1 chief boatman, 4 commissioned boatmen, 5 boatmen.	2 and 2 alert men.	6	415 - -	240 - -
Aldeburgh - - - -	Woodbridge -	2; 1 commander and 1 lieutenant.	6; 1 chief boatman, 1 carpenter, 2 commissioned boatmen, 2 boatmen.	2 and the divisional carpenter.	3	798 8 9	379 3 4
Orfordness - - - -	Woodbridge -	1 chief boatman in charge.	2 commissioned boatmen, 4 boatmen.	2	4	292 16 3	158 - -
Orfordhaven - - -	Woodbridge -	1 chief boatman in charge.	4 commissioned boatmen, 6 boatmen.	3	7	359 12 4	350 18 1
HARWICH DIVISION:							
Woodbridge Haven - -	Woodbridge -	1 chief officer, 2nd class.	12; 2 chief boatmen, 4 commissioned boatmen, 6 boatmen.	2	10	537 12 7	316 6 8
Harwich - - - -	Harwich -	1 chief officer, 2nd class.	18; 2 chief boatmen, 7 commissioned boatmen, 8 boatmen, 1 carpenter.	12	15	1,014 7 5	694 8 4
Walton Gap - - -	Harwich -	1 chief officer, 2nd class.	12; 1 chief boatman, 4 commissioned boatmen, 7 boatmen.	3	9	504 16 7	317 9 4
Clacton Wash - - -	Colchester -	1 chief officer, 1st class.	9; 1 chief boatman, 3 commissioned boatmen, 5 boatmen.	2	8	413 10 5	227 - -
St. Osyth's Stone Point -	Colchester -	1 chief boatman in charge.	8; 3 commissioned boatmen, 5 boatmen.	1	7	362 1 11	220 1 8
St. Osyth's Tower - -	Colchester -	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	283 8 3	101 13 4
BLACKWATER DIVISION:							
West Mersea - - -	Brightlingsea, Colchester.	1 chief officer - -	1 chief boatman, 3 commissioned boatmen, 5 boatmen.	4	5	683 13 6	7 10 -
Tollesbury - - - - Detachment, Goldhanger.	Maldon -	1 chief officer, 2nd class.	9; 1 chief boatman, 3 commissioned boatmen, 5 boatmen.	(*a*) 2	7	688 8 9	12 5 - fuel and stationery.
Bradwell - - - -	Maldon -	1 divisional officer (civilian).	2 chief boatmen, 3 commissioned boatmen, 17 boatmen, 1 divisional carpenter, 1 private mounted guard.	(*b*) 5	(*c*) 12	1,063 14 7	(*d*) 101 - -

(*a*) One constantly at main station, and one at tide-time at detachment.

(*b*) Detachment, 3; main station, 2.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
92 6 –	Expended—Rifle ball, 280; rifle blank, 175; pistol ball, 140; pistol blank, 105; caps, 840; 4-lb. charges, 12; 32-pounder shot, 12; tubes, 30. Value unknown.	2 *l.*, sweeping chimneys.	739 2 6	Wooden watch-house, value unknown.	
87 12 –	Expended—Rifle ball, 440; rifle blank, 275; pistol ball, 280; pistol blank, 165; caps, 1,320; 4-lb. cartridges, 21; 32-pounder shot, 21; tubes, 55. Value not known.	2 *l.* 5 *s.* 9 *d.*, coals for watch-sheds; 12 *s.*, water; 1 *l.* 10 *s.*, repairs; 5 *s.* 6 *d.*, sweeping chimneys; 16 *l.* 16 *s.* 7 *d.*, stores.	928 1 5 not including ammunition.	374 *l.*; watch-room, boat-house, store-rooms, cottage for chief boatman.	
23 11 –	Expended—Rifle ball, 400; rifle blank, 250; pistol ball, 250; pistol blank, 150; caps, 1,050; 4-lb. cartridges, 21; 32-pounder shot, 21; tubes, 55. Value not known.	1 *l.* 16 *s.*, sweeping chimneys; 10 *l.* 4 *s.* 5 *d.*, stores.	787 13 6 not including ammunition.	685 *l.*; chief officer's cottage, and 6 cottages for crew.	
106 1 –	Expended—Rifle ball, 730; rifle blank, 300; pistol ball, 170; pistol blank, 120; caps, 1,240; 4-lb. cartridges, 27; 32-pounder shot, 27; tubes, 64. Value unknown.	9 *l.* 4 *s.* 8 *d.*, stores; 4 *l.* 10 *s.*, emptying cesspools; 1 *l.* 13 *s.*, sweeping chimneys.	980 14 1	100 – –	
4 10 –	Snider ball cartridge, 280; pistol ball cartridge, 160; rifle blank, 175; pistol blank, 120.	9 *l.*, fuel; 10 *s.*, stationery.	555 – 4 including 20 *l.* for stores and repairs.	2,100 *l.*; 8 brick cottages at main station, built 1828; 3 brick cottages at Dunwich, built 1859, 587 *l.* 9 *s.*	
32 – –	Rifle ball, 400; rifle blank, 250; pistol ball cartridge, 200; pistol blank, 150.	21 *l.* 10 *s.*, repairs and painting.	708 10 –	980 *l.*, and martello tower; 7 cottages at Sizewell, boat and watch-house, 1 cottage and watch-house at Thorpe.	
75 – –	Snider ball, 280; Snider blank, 175; pistol ball, 140; pistol blank, 90. Great gun: 4-lb. charges, 3, and 32-pounder shot, 3, for each man of division.	Fuel and stationery included with allowances.	1,252 12 1	2 flagstaffs, 2 boats.	
46 11 –	Snid r ball, 280; Snider blank, 140; pistol ball, 140; pistol blank, 105.	Fuel and stationery included with allowances.	497 7 3	Wooden detached watch-house on beach, about 5 *l.*	
55 12 –	Snider ball, 440; Snider blank, 270; pistol ball, 220; pistol blank, 120.	Fuel and stationery included in allowances.	766 2 5	60 *l.* and martello tower. Watch vessel, No. 1. Value not known.	
17 10 –	1 14 11	41 14 –	914 18 2	1,580 *l.* and two martello towers. 7 cottages built on Ordnance ground.	This station has been reduced a chief officer; also 5 men, attached to Harwich Station.
20 10 –	2 18 9	49 9 –	1,781 13 6	4,700 – –	
127 – –	2 13 –	69 2 8	1,021 11 7	– – nil – –	The total cost includes 30 *l.* 14 *s.* 6 *d.* for the cost of 2 new boats.
5 – –	1 8 2	9 8 3	656 7 3	150 *l.* and martello tower.	
37 10 –	1 6 –	22 4 –	643 3 7	– – nil.	
15 – –	1 1 10	33 1 8	434 5 1	400 *l.* and three martello towers.	
65 – –	Rifle ball and rifle blank, 455; pistol ball and pistol blank, 240; percussion caps, 950.	14 *l.* 10 *s.*, stores; 15 *l.* 10 *s.*, surgeon.	786 3 6	350 *l.*; watch vessel, 4 boats, arms, &c.	
65 *l.* 17 *s.*, including watch-rooms and flagstaffs.	For target practice and exercising:—Rifle ball, 225; rifle blank, 225; pistol ball and blank, 200; percussion caps, 830.	6 *l.* 10 *s.* 6 *d.* for medical attendance and stores for station.	773 1 3	72 *l.* 10 *s.*; boats, arms, and flagstaffs.	Value of the ammunition not known.
71 *l.* 10 *s.* for officer and crew's quarters, stabling, watch-room, flagstaff, and carpenter's shop.	Expended—Rifle ball, 300; rifle blank, 300; pistol ball, 120; pistol blank, 120.	64 *l.* for medical attendance, stores, repairs, and other expenses.	1,300 4 7	350 – –	

(*c*) Detachment, 4; main station, 8.

(*d*) Moving duty, fuel, stationery, forage for mounted guard's horse.

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
						£. s. d.	£. s. d.
ENGLAND—*continued.*							
SOUTHEND DIVISION:							
Tillingham	Maldon	1 chief boatman in charge.	4; 1 commissioned boatman, 3 boatmen.	1	4	208 9 5	127 3 4
Burnham Detachment, Crouch River.	Maldon	1 chief officer, 2nd class.	11; 2 chief boatmen, 3 commissioned boatmen, 6 boatmen.	5	7	526 4 2	316 10 –
Paglesham	Sheerness	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	4	5	238 15 5	146 – –
Shoeburyness Detachments, Wakering Haven, Hamlet Cliff.	Sheerness	2; 1 inspecting commander, 1 chief officer, 2nd class.	16; 3 chief boatmen, 4 commissioned boatmen, 1 carpenter, 8 boatmen.	4 (with divisional carpenter employed).	13	1,125 7 3	583 16 8
Leigh	Sheerness	1 chief boatman in charge.	2 commissioned boatmen, 4 boatmen.	5	6	434 11 11	7 10 –
GRAVESEND DIVISION:							
Haven Hole	Gravesend	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 6 boatmen.	(*a*) 8	(*b*) 9	471 4 11	269 2 8
Coal House Point	Gravesend	1 civilian chief officer	1 chief boatman, 3 commissioned boatmen, 4 boatmen.	3	7	418 13 10	194 13 4
Tilbury	Gravesend	1 chief boatman in charge.	2 commissioned boatmen, 2 boatmen.	2	5	204 5 5	136 13 4
Grays	Gravesend	1 chief boatman in charge.	1 chief boatman, 4 commissioned boatmen, 7 boatmen.	4	9	485 18 11	340 13 4
Barking Creek	London	1 chief boatman in charge.	2 commissioned boatmen, 4 boatmen.	7	7	271 8 6	212 16 8
Charlton	London	1 chief boatman in charge.	2 commissioned boatmen, 4 boatmen.	7	7	304 11 11	129 3 4
Erith	London	1 navigating lieutenant.	2 chief boatmen, 3 commissioned boatmen, 6 boatmen.	(*c*) 9	(*d*) 12	590 8 5	292 – –
Greenhithe	Gravesend	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 3 boatmen.	7	7	397 3 –	66 18 –
Gravesend	Gravesend	1 chief officer, 2nd class.	1 chief boatman, 4 commissioned boatmen, 7 boatmen, 2 divisional carpenters.	9	11	579 16 9	365 – –
Shorne Battery	Gravesend	1 chief boatman in charge.	2 commissioned boatmen, 4 boatmen.	2	5	274 3 –	170 6 8
Cliffe Creek	Gravesend	1 chief boatman in charge.	1 chief boatman, 5 commissioned boatmen, 6 boatmen.	9	12	501 7 6	385 6 8
Rochester	Rochester	1 civilian chief officer	1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	8	457 15 11	243 6 8
Gillingham	Rochester	1 navigating lieutenant.	1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	7	476 8 5	219 – –
SHEERNESS DIVISION:							
Yantlett Creek	Sheerness	1 chief boatman in charge.	3 commissioned boatmen, 3 boatmen.	1	6	272 4 7	170 6 8 subsistence.
Colemouth Creek	Sheerness	1 chief boatman in charge.	2 commissioned boatmen, 3 boatmen.	2	4	234 15 –	183 10 –
Detachment, Cockleshell Hard.	Sheerness	– – Nil – –	1 divisional carpenter –	– Nil –	(*e*) 1	54 18 –	24 6 8
Standgate Creek	Sheerness	1 chief boatman in charge.	2 commissioned boatmen, 4 boatmen.	3	3	269 14 7	208 16 8
Queenborough	Sheerness	1 chief boatman in charge.	1 chief boatman, 3 commissioned boatmen, 2 boatmen.	3	4	451 7 –	7 10 –
Garrison Point	Sheerness-on-the-Spit.	1 chief officer, 2nd class.	12; 1 chief boatman, 5 commissioned boatmen, 6 boatmen.	(*f*) 3	(*f*) 3	571 3 4	324 16 8
Heusbrook	Sheerness	1 chief boatman in charge.	2 commissioned boatmen, 3 boatmen.	1	4	346 5 11	7 10 –
East End Lane	Sheerness	1 senior mate –	6; 3 commissioned boatmen, 3 boatmen.	2	4	366 10 5	177 16 8

(*a*) 2 on day watch, 4 for boarding duty at main station; 2 day watchmen, at detachment.
(*b*) 2 on night watch, 4 for boarding duty at main station; 2 on patrol, and 1 visiting, at detachment.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
25 – – ground rent, 5 *l.*	Snider rifle ball cartridge, 200; Snider rifle blank, 105; pistol ball, 100; pistol blank, 75; caps, 300.	9 *l.* 5 *s.* for donkey, supply of water, sweeping chimneys.	374 17 9 (exclusive of ammunition).	755 – –	
66 3 –	Snider rifle ball cartridge, 480; Snider rifle blank, 300; pistol ball, 240; pistol blank, 180; caps, 480.	6 *l.* 2 *s.*, for sweeping chimneys and supply of water.	914 19 2 (exclusive of ammunition).	Two watch vessels, Nos. 5 and 6.	7 *l.* 8 *s.* 6 *d.* paid this year for repairs on board No. 6 watch vessel. No. 5 has not been repaired this year.
30 – –	Snider rifle ball cartridge, 240; Snider rifle blank, 150; pistol ball, 120; pistol blank, 90; caps, 252.	11 *l.* 10 *s.*, for fuel, water, &c. (exclusive of ammunition).	426 5 5	One watch vessel, No. 7.	Watch vessel has not been repaired this year.
65 6 –	Snider rifle ball cartridge, 640; Snider rifle blank, 400; pistol ball, 320; pistol blank, 175; caps, 700.	12 *l.* 14 *s.*, for emptying cesspools and supply of water.	1,787 3 11 (exclusive of ammunition).	2,600 – –	60 *l.* paid this year, 1869, for painting and papering, and general repairs of buildings.
61 10 –	Snider rifle ball cartridge, 350; Snider rifle blank, 175; pistol ball, 140; pistol blank, 105; caps, 245.	6 – –	509 11 11	– – Nil.	
50 – –	Cost not known – – –	53 12 10½ annual stores.	845 – 5½	600 *l.*; two watch vessels, Nos. 13 and 14.	
31 – –	Cost not known – – –	59 *l.* 8 *s.* 1 *d.*, for annual stores, rent, and repairs of watch vessel.	703 15 3	300 *l.*; watch vessel, No. 15, at detachment, abolished.	
9 – –	Cost not known – – –	12 14 4	362 13 1	300 *l.*; watch vessel, No. 37.	
167 8 –	Cost not known – – –	12 13 9 annual stores.	906 14 –	150 – –	
9 – –	Cost not known – – –	14 8 4½ annual stores.	498 13 6½	200 – –	
126 10 – taxes, 40 *l.* 10 *s.* 10 *d.*	Cost not known – – –	7 5 9 annual stores.	608 1 10	52 *l.* per annum, 17 years unexpired lease.	
111 6 9	Cost not known – – –	6 11 –½	1,000 6 2½	15 *l.*; held on lease (Purfleet detachment).	
10 – –	Cost not known – – –	60 *l.*, for annual stores, repairing watch vessel, &c.	534 1 –	209 – –	
140 – –	Cost not known – – –	33 18 8 annual stores.	1,118 15 5	500 *l.*; watch vessel, No. 11.	
106 18 –	Cost not known – – –	1 12 6½ annual stores.	553 – 2½	—	
7 10 –	Cost not known – – –	52 13 3 annual stores.	946 17 5	600 *l.*; watch vessels, Nos. 9 and 10.	
156 – –	Cost not known – – –	22 12 4 annual stores.	879 14 11	—	
21 10 –	Cost not known – – –	5 7 5 annual stores.	722 5 10	—	
35 – –	1 5 –	40 *l.*, for stores supplied to watch vessel.	518 16 3	Mortar vessel, 183 tons.	
1 – –	1 – –	41 *l.* 3 *s.* 3½ *d.*, for stores for watch vessel.	461 8 3½	Watch vessel, No. 22; mortar boat, 174 tons.	
5 – –	– 3 4	23 *l.* 6 *s.* 1 *d.*, for stores for divisional carpenter.	107 14 1	180 – –	
– – Nil – –	1 3 4	29 *l.* 16 *s.* 3½ *d.*, for stores for station.	509 10 10½	Watch vessel, No. 20.	
35 – –	1 5 –	40 6 2½	535 8 2½	"Arab" brig, 481 tons.	
– – Nil – –	6 12 2	150 12 4	1,053 4 6	4,000 – –	
43 8 –	1 4 6	18 *l.* 14 *s.*, for rates and taxes.	417 2 5	– – Nil – –	Five cottages hired by the Crown for the crew of this station.
20 – –	3 4 –	33 7 11	600 19 –	300 *l.*, on lease –	Held on lease, 21 years, from 29 Sept. 1866. Admiralty may determine tenancy at the end of first 14 years.

(*c*) Boats' crew, 5 in number, attending tide; 4 on watch.
(*d*) Boats' crew, 5 in number, attending tide; 4 on watch, 3 on patrol.
(*e*) When not employed on repairs to boats, &c.
(*f*) At times 4, throughout the 24 hours.

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
ENGLAND—*continued.*							
SHEERNESS DIVISION—*continued.*						£. s. d.	£. s. d.
Scrapsgate - - - - Detachment, East End Lane.	Sheerness -	- - nil - -	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	4	223 11 3	150 15 –
Shellness Station - - Detachment, Leysdown.	Whitstable -	1 chief boatman in charge.	7; 3 commissioned boatmen, 4 boatmen.	1	6	511 – –	194 13 4 subsistence.
	Whitstable -	1 chief boatman -	5; 1 commissioned boatman, 4 boatmen.	1	5	366 10 5	194 13 4 subsistence.
WHITSTABLE DIVISION:							
East Swale - - - - Detachment, Conyer.	Faversham -	1 chief boatman in charge.	1 chief boatman, 5 commissioned boatmen, 7 boatmen.	3	10	866 12 6	12 15 –
Beresford - - - - Detachment, Castle Coote.	Faversham -	1 chief boatman in charge.	1 chief boatman, 2 commissioned boatmen, 6 boatmen.	(*a*)	(*b*)	628 6 –	16 *l.*, fuel; 15 *l.*, stationery.
Seasalter Cliff - - -	Faversham -	1 of 2nd class - -	8; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 3 boatmen.	(*c*) 4	4	1,435 12 8	169 15 9
Seasalter - - - -	Whitstable -	1 chief boatman in charge.	1 commissioned boatman, 4 boatmen until 1 November 1868, 2 commissioned boatmen, 3 boatmen from that date.	1	4	383 11 9	5 4 2
Whitstable - - - -	Whitstable -	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 5 boatmen.	3	6	470 6 11	227 10 –
Tankerton - - - -	Faversham -	1 chief officer, 2nd class.	1 chief boatman, 2 commissioned boatmen, 3 boatmen.	1	4	352 11 6	(*d*) 129 3 6
Milson - - - - Detachment, Elmly Ferry.	Faversham -	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 6 boatmen.	2	8	449 15 5	297 13 4
Swale Cliff - - - -	Whitstable -	1 chief boatman in charge.	6; 2 commissioned boatmen, 4 boatmen.	2	4	447 1 11	7 10 –
Herne Bay - - -	Faversham - / Sheerness -	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 5 boatmen.	4	(*e*) 14	460 17 10	218 17 –
Bishopstone - - -	Faversham -	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 3 boatmen.	2	(*f*)	(*g*) 376 12 10	(*h*) 194 12 8
Reculvers - - - -	Faversham -	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 3 boatmen.	2	(*f*)	(*i*) 411 12 7	(*h*) 153 18 –
RAMSGATE DIVISION:							
St. Nicholas - - -	Margate -	1 chief boatman in charge.	8; 4 commissioned boatmen, 4 boatmen.	2	6	349 15 10	(*l*) 226 10 –
Epple Bay - - - -	Margate -	1 chief officer, 2nd class.	8; 1 chief boatman, 4 commissioned boatmen, 3 boatmen.	2	6	406 1 3	(*m*) 226 10 –
Westgate - - - -	Margate -	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	6	411 13 9	(*o*) 219 – –
Margate - - - -	Margate -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	4	5	448 10 –	223 10 –

(*a*) Five in number; watchman and boarding duty.
(*b*) Seven in number; boarding and patrols.
(*c*) One carpenter, one gunnery instructor, two watchmen.
(*d*) Subsistence, 121 *l.* 13 *s.* 6 *d.*; fuel, 7 *l.*; stationery, 10 *s.*
(*e*) Five in summer months, nine in winter months (nights divided in winter).
(*f*) During the summer months, five; during the winter months, six, including the chief boatman.
(*g*) Including G. C. B., S. G., and T. M. pay.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
- - nil - -	3 4 -	61 16 3	439 6 6	1,850 - -	Admiralty freehold; erected 1862.
Property of the Crown	Snider ball cartridge, 200; Snider, blank cartridge, 50; pistol ball, 200; pistol blank, 100; percussion caps, 300.	Poor rates, church rates, road rates, repairs to buildings, stores, sea-wall, 33 *l.*	561 - -	1,310 *l.*; officers' quarters and watch room, 5 rooms; men's quarters, 10 three-room cottages at station.	Cannot give any opinion as to the value of the property in this locality.
Property of the Crown	Snider ball cartridge, 60; Snider, blank cartridge, 30; pistol ball, 60; pistol blank, 40; percussion caps, 60.	Poor rates, church rates, road rates, repairs to buildings, stores, 30 *l.*	398 10 5	1,050 *l.*; 10 cottages, 33 rooms.	Cannot give any opinion as to the value of the property in this locality.
56 - -	Not known - - - -	Stores, repairs, &c., 62 *l.* 1 *s.* 3 *d.*	997 8 9	—	
7 12 6	- - - - - -	Stores, 52 *l.* 6 *s.* 7 *d.*; sundry repairs, 19 *l.*	724 - -	—	
70 - -	Not known - - - -	New battery, and sundry repairs, 308 *l.*	1,913 8 5	- - nil.	
10 *l.* per annum - -	Not known - - - -	Repairs, &c., 4 *l.* 15 *s.*	403 11 -	570 - -	This station was a detachment to Seasalter Cliff until 1st November 1868, when it was made a main station.
Government buildings -	Not known - - - -	Sundry charges, 18 *l.* 8 *s.*; repairs, 14 *l.* 6 *s.* 6 *d.*	730 11 3	1,710 - -	
70 *l.* per annum for station; for flag staff, 1 *s.* per annum.	Not known - - - -	Stores and repairs, 35 *l.* 19 *s.*	623 14 -	Not Government property	
Main station and watch vessel, 49 *l.* 11 *s.*	Not known - - - -	85 2 10	882 1 9	1,550 - -	
15 - -	Ball cartridges, Boxer's breech-loading, 240; pistol, sea-service, 96; blank cartridges, Boxer's breech-loading, 140; pistol, sea-service, 30.	- - -	469 11 11	600 - -	There are 2¼ acres of land, with a weather board cottage thereon, the cottage in a very dilapidated state; the above was purchased by the Crown for the sum of 320 *l.*, to erect new cottages thereon.
80 - -	- - - - - -	Repairs, 91 *l.* 15 *s.* 2 *d.*; stores, 6 *l.* 17 *s.* 4 *d.*	858 7 8	—	
Ground rent, 20 *l.* per annum; two cottages rented at Belting, 7 *l.* 10 *s.* each per annum.	Not known - - - -	Repairs, 36 *l.* 3 *s.* 4 *d.*; stores, 11 *l.* 13 *s.* 4 *d.*	655 6 6	420 - -	
Ground rent, 15 *l.* per annum; paid for water, 5 *l.* per annum.	- - - - - -	Repairs, 86 *l.* 15 *s.* 4 *d.*; stores, 5 *l.* 7 *s.* 10 *d.*	677 14 9	640 - -	
10 - -	About 4 *l.* - - - -	19 12 -	609 17 10	1,100 - -	Other charges implies repairs, stores, &c.
55 *l.* for six cottages hired by Government.	About 4 *l.* - - - -	18 - -	(*n*) 696 11 3	2,500 - -	Other charges include repairs and supplies.
Nil; Government freehold.	About 4 *l.* - - - -	9 - 2	(*n*) 642 11 11	3,000 - -	The amount as against other charges included repairs, stores, &c.
156 - -	About 4 *l.* - - - -	16 - -	(*n*) 839 - -	Not Government property.	Other charges applies to repairs and stores, &c.

(*h*) Subsistence, 187 *l.* 2 *s.* 8 *d.*; fuel, 7 *l.*; stationery, 10 *s.*; salary, 1 *l.* 5 *s.*
(*i*) Including G. C. B. and J. M., 396 *l.* 12 *s.* 7 *d.*; salary, 15 *l.*
(*k*) Subsistence, 146 *l.* 8 *s.*; fuel, 7 *l.*; stationery, 10 *s.*
(*l*) Subsistence, 219 *l.*; fuel for station, 7 *l.*; stationery, 10 *s.*
(*m*) Subsistence, 219 *l.*; fuel, 7 *l.*; stationery, 10 *s.*
(*n*) After deducting 9 *l.* per annum, rent for officer's house.
(*o*) Subsistence and fuel, 7 *l.*; stationery, 10 *s.*

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
						£. s. d.	£. s. d.
ENGLAND—*continued.*							
RAMSGATE DIVISION—*continued.*							
Newgate	Ramsgate	1 chief officer, senior mate, R.N.	8; 1 chief boatman, 4 commissioned boatmen, 3 boatmen.	4	6	453 4 2	(*a*)226 10 10
Kingsgate	Broadstairs	1 navigating lieutenant	1 chief boatman, 4 commissioned boatmen, 5 boatmen.	6	6	555 2 1	(*c*)275 3 4
Broadstairs	Ramsgate	1 chief officer, 2nd class.	9; 1 chief boatman, 3 commissioned boatmen, 5 boatmen.	5	6	389 6 8	243 6 8 subsistence.
Ramsgate	Ramsgate	2; 1 inspecting commander; 1 chief officer, 2nd class.	12; 1 chief boatman, 4 commissioned boatmen, 6 boatmen, 1 divisional carpenter.	6	8	900 12 11	(*d*)498 16 8
Pegwell Bay	Ramsgate	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	(*f*) 5	(*g*) 7	413 13 4	(*h*)219 – –
North Shore	Sandwich	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	5	8	407 9 8	(*i*)226 10 –
DEAL DIVISION:							
Shingle End	Sandwich	1 chief officer, 2nd class.	10; 1 chief boatman, 3 commissioned boatmen, 6 boatmen.	3	6	(*k*)498 4 4	(*k*)243 6 8
No. 2 Battery	Sandwich	1 chief boatman in charge.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	2	6	(*m*)321 7 4	(*m*)202 3 4
No. 1 Battery	Deal	1 chief boatman in charge.	8; 1 chief boatman, 4 commissioned boatmen, 3 boatmen.	2	6	(*o*)358 15 8	(*o*)219 – –
North End	Deal	2; 1 inspecting commander; 1 chief officer, 2nd class.	2 chief boatmen, 5 commissioned boatmen, 6 boatmen, 1 sergeant, mounted guard.	6	8	(*q*)1,066 3 4	(*q*)564 13 4
Walmer	Deal	1; lieutenant	10; 1 chief boatman, 5 commissioned boatmen, 4 boatmen.	4	6	(*s*)629 7 9	(*s*)201 11 –
Kingsdown	Deal	1 chief boatman in charge.	8; 1 divisional carpenter, 3 commissioned boatmen, 4 boatmen.	3	6	(*u*)382 4 3	(*u*)182 10 –
St. Margaret's Bay	Dover	1 chief officer, 2nd class.	11; 1 chief boatman, 5 commissioned boatmen, 5 boatmen.	2	9	(*w*)671 10 10	(*w*)267 – 10
Cornhill	Dover	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	(*y*)217 9 7	(*y*)114 16 8

(*a*) Subsistence, 219 *l.* – *s.* 10 *d.*; fuel, 7 *l.*; stationery, 10 *s.*
(*b*) Deducting 8 *l.* per annum for rent paid by chief officer.
(*c*) Subsistence, 267 *l.* 13 *s.* 4 *d.*; fuel, 7 *l.*; stationery, 10 *s.*
(*d*) Subsistence, 316 *l.* 6 *s.* 8 *d.*; inspecting commander's moving duty, 80 *l.*; 1st horse, 60; 2nd horse, 30 *l.*; stationery, 5 *l.*; fuel for station, 7 *l.* and stationery, 10 *s.*
(*e*) Deducting 9 *l.* per annum rent for officer's house.
(*f*) Four watchmen; two a.m., two p.m.; and one instructor in dr il battery.
(*g*) The night being divided in two watches.
(*h*) 7 *l.* 10 *s.*, fuel and stationery.
(*i*) Subsistence, 219 *l.*; fuel, 7 *l.*; stationery, 10 *s.*
(*k*) Net paid for 1868, 705 *l.* 4 *s.* –¾ *d.*
(*l*) Exclusive of value of ammunition.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
10 - -	About 4 - -	About 34 *l.* - -	(*b*) 709 15 -	1,700 - -	The amount, as against other charges, includes repairs, stores, &c.
- - nil - -	2 8 6	18 10 -	851 3 11	1,800 - -	Royal National Life Boat manned solely by crew of this station.
6 - -	4 - -	37 *l.* 10 *s.*; fuel and stationery, and other charges.	680 3 4	1,600 - -	
22 *l.* for boathouse, carpenter's shop, and ground rent for flagstaff.	About 4 - -	241 18 9	(*e*) 1,658 8 4	10,000 - -	The amount, as against other charges, includes repairs, alterations, painting, and stores supplied.
10 - -	About 4 - -	Taxes and tithe rentcharge; about 10 *s.*	(*e*) 645 13 4	2,000 *l.*, Government buildings, nearly 40 years ago; and 1 acre and 35 perches of Ordnance property, containing watch-house, 1 cottage, flagstaff, battery, magazine, and well.	One man of the crew of station daily employed in drill battery, instructing Royal Naval Reserve.
2 cottages, 43 *l.*; watch-house, 6 *l.*; ground rent, 5 *l.*	About 4 - -	About 40 *l.* - -	(*e*) 722 19 8	600 - -	
13 *l.* for ground -	Rifle, muzzle-loading, ball cartridge, 100; Snider blank cartridge, 100; pistol ball, sea service, 150; pistol blank, 95; percussion caps, 250.	8 16 6½	(*l*) 727 - 7¼	2,800 - -	Net paid, shows the actual amount paid in pay and allowances.
- - nil - -	Rifle, muzzle-loading, ball cartridge, 70; Snider blank cartridge, 70; pistol, sea service, ball cartridge, 60; percussion caps, 130.	(*n*) 8 10 5	(*l*) 532 11 -	900 - -	Net paid is the actual amount paid in pay and allowances; other charges comprise repairs, stores, &c.
76 - -	Rifle, muzzle-loading, ball cartridge, 80; Snider blank cartridge, 40; pistol, sea service, ball cartridge, 130; pistol blank, 60; percussion caps, 270.	(*p*) 2 16 2	(*l*) 652 11 -½	- - - -	Net paid is the actual amount paid for pay and allowances in the year 1868.
137 *l.* 2 *s.*; net paid for 1868, 127 *l.* 13 *s.*	Rifle, muzzle-loading, ball cartridge, 130; Snider blank cartridge, 170; pistol, sea service, ball cartridge, 100; pistol blank cartridge, 95; percussion caps, 325.	(*r*) 131 - 9¼	(*l*) 1,856 9 11	40 - -	Net paid is the actual sum paid in pay and allowances, also for rent; other charges comprise repairs, stores, and whale life boat, new, &c.
76 *l.* 6 *s.* 6 *d.*; net paid for 1868, 62 *l.* 16 *s.* 11 *d.*	Rifle, muzzle-loading, ball cartridge, 150; Snider blank cartridge, 100; pistol, sea service, ball cartridge, 100; pistol blank, 80; percussion caps, 500.	(*t*) 8 13 11½	(*l*) 910 6 11½	- - - -	Other charges include stores; net paid is the actual sum paid in pay and allowances.
5 - -	Rifle, muzzle-loading, ball cartridge, 120; Snider blank cartridge, 110; percussion caps, 260.	(*v*) 32 16 7½	(*l*) 561 6 11¼	3,500 - -	Other charges include repairs, stores, &c.; net paid is the actual sum paid in pay and allowances.
84 - -	Rifle, muzzle-loading, ball cartridge, 110; Snider blank cartridge, 80; pistol, sea service, ball cartridge, 190; pistol blank, 165; percussion caps, 371.	(*x*) 13 6 4	(*l*) 833 4 4½	Officer's house only Government property, 300 *l.*	Net paid is the actual amount in pay and allowances paid; other charges comprise repairs, stores, &c.
32 *l.*; net paid for 1868, 17 *l.* 16 *s.* 2 *d.*	Rifle, muzzle-loading, ball cartridge, 40; pistol ball cartridge, 40; pistol blank, 75; percussion caps, 160.	(*z*) 24 7 9	(*l*) 412 4 5¾	440 - -	Other charges comprise water, stores, repairs, &c.; net paid is the actual amount paid for pay and allowances.

(*m*) Net paid for 1868, 523 *l.* 5 *s.* 3 *d.*
(*n*) Expenses of annual drill, 15 *s.* 4 *d.* extra.
(*o*) Net paid for 1868, 572 *l.* 13 *s.* -½ *d.*
(*p*) Expenses for annual drill, 1 *l.* 1 *s.* 10 *d.* extra.
(*q*) Net paid for 1868, 1,596 *l.* - *s.* 1½ *d.*
(*r*) Expenses of annual drill, 1 *l.* 16 *s.* extra.
(*s*) Net paid for 1868, 837 *l.* 13 *s.* 7 *d.*
(*t*) Expenses of annual drill, 1 *l.* 2 *s.* 6 *d.* extra.
(*u*) Net paid for 1868, 522 *l.* 3 *s.* 3¾ *d.*
(*v*) Expenses of annual drill, 1 *l.* 7 *s.* extra.
(*w*) Net paid for 1868, 733 *l.* 6 *s.* -½ *d.*
(*x*) Expenses of annual drill, 2 *l.* 12 *s.* extra.
(*y*) Net paid for 1868, 369 *l.* 5 *s.* 6¾ *d.*
(*z*) Expenses of annual drill, 15 *s.* extra.

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
ENGLAND—*continued.*						£. s. d.	£. s. d.
FOLKESTONE DIVISION:							
Casemates	Dover	1 staff commander	1 chief boatman, 5 commissioned boatmen, 3 boatmen.	2, from daylight to dusk.	7, and chief officer.	549 9 9	187 16 8
Townsend	Dover	1 chief officer, 2nd class.	1 chief boatman, 6 commissioned boatmen, 3 boatmen.	2, from daylight to dusk.	7 men, chief boatman, and chief officer.	475 10 9	216 10 –
Lydden Spout	Dover	1 chief boatman in charge.	4 commissioned boatmen, 5 boatmen.	2, from daylight to dusk.	7, and chief boatman in charge.	376 17 3	216 2 10
Pelter	Folkestone	1 chief officer, 2nd class.	1 chief boatman, 6 commissioned boatmen, 5 boatmen.	(*a*) 6	(*b*) 17	598 6 5	250 16 8
Folkestone	Folkestone	1 chief boatman in charge.	5 commissioned boatmen, 5 boatmen, 1 divisional carpenter, 1 corporal mounted guard.	4, and divisional carpenter.	6, and chief boatman in charge.	556 3 –	336 – –
Sandgate	Folkestone	1 chief officer, late mate of cruizer.	1 chief boatman, 7 commissioned boatmen, 6 boatmen.	4	10, and chief boatman.	472 2 11	391 15 3
Hythe	Folkestone	1 navigating lieutenant	1 chief boatman, 8 commissioned boatmen, 7 boatmen.	4	12, with chief boatman.	767 18 1	421 3 4
Dymchurch	Folkestone	1 chief boatman in charge.	1 chief boatman, 4 commissioned boatmen, 6 boatmen.	4	(*c*) 8	399 9 2	354 5 10
St. Mary's	Folkestone	1 chief boatman in charge.	3 commissioned boatmen, 4 boatmen.	2	5, and chief boatman in charge.	294 7 11	212 18 8
Littlestone	Folkestone	1 chief boatman in charge.	2 commissioned boatmen, 5 boatmen.	2	5, and chief boatman in charge.	303 6 6	206 17 4
Romney	Folkestone	1 chief boatman in charge.	3 commissioned boatmen, 4 boatmen.	2	5, and chief boatman in charge.	389 6 4	177 16 8
DUNGENESS DIVISION:							
No. 2 Battery	Rye	1 chief boatman in charge.	6; 3 commissioned boatmen, 2 boatmen, 1 mounted guard.	2	3	(*d*) 430 16 –	(*e*) 49 4 –
No. 1 Battery	Rye	1 staff commander	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	(*g*) 2	3	537 5 7	(*h*) 191 – –
Grand Redoubt	Rye	1 chief boatman in charge.	7; 3 commissioned boatmen, 4 boatmen.	2	5	(*i*) 513 12 –	7 10 – fuel and stationery.
Dungeness	Rye	1 chief boatman in charge.	9; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 4 boatmen.	5	7	687 10 – including beach pay.	12 5 – fuel and stationery.
Detachment, Galloways.							
Lydd	Rye	1 chief boatman in charge.	5 commissioned boatmen, 4 boatmen, 1 of each lent to Galloways Detachment.	2	7	(*k*) 655 8 1	(*l*) 13 14 –
Jury's Gap	Rye	1 chief boatman in charge.	8; 4 commissioned boatmen, 4 boatmen.	2	8	(*m*) 593 9 10	(*n*) 11 2 1
HASTINGS DIVISION:							
Camber	Rye	1 chief officer, 2nd class.	1 chief boatman, 4 commissioned boatmen, 5 boatmen.	2	8	504 10 6	253 14 –
Rye Harbour	Rye	1 chief officer, 2nd class.	2 chief boatmen, 6 commissioned boatmen, 8 boatmen, 1 divisional carpenter.	5	12	760 11 –	394 1 4
Detachment, Rye.							
Winchelsea	Rye	1 chief boatman in charge.	3 commissioned boatmen, 4 boatmen.	2	3, and sometimes 4.	344 13 –	166 14 –
31 Tower	Rye	– – –	1 chief boatman in charge, 3 commissioned boatmen, 3 boatmen.	2	4	302 6 9	144 3 4

(*a*) Four, summer months; two, winter months.
(*b*) Seven, summer months; nine, winter months, and chief boatman.
(*c*) Six, and chief boatman in charge, and chief boatman.
(*d*) This includes beach pay in the winter months.
(*e*) Forage and stable rent, 41 *l.* 14 *s.*; fuel and stationery, 7 *l.* 10 *s.*
(*f*) Not including the value of ammunition.
(*g*) The chief boatman does the duty at the station.
(*h*) For fuel, stationery, moving duty, 2nd horse allowance, D. O., and beach money for men.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
84 - -	2 10 -	27 10 3	851 6 8	800 *l.*; the chief officer's quarters belong to War Department.	
- - nil - -	3 10 -	26 10 -	722 - 9	2,080 - -	
4 7 5	2 15 -	44 17 7	645 - 1	About 150 *l.*	
70 - -	4 - -	7 17 6	931 - 7	—	
206 10 -	3 - -	18 16 6	1,120 9 6	7,160 - -	Four men of Pelter Station are housed at this station.
24 10 -	5 10 -	77 17 3	941 15 5	Government property, built on leasehold ground. Value unknown.	Officer's house and 16 cottages; expiry of lease, 24 January 1962.
- - - -	6 10 -	35 10 10	1,231 2 3	4,300 - -	
87 15 -	2 6 6	46 15 1	890 11 7	200 - -	
85 13 -	1 19 10	22 3 6	617 2 11	—	
10 - -	1 19 10	8 14 9	530 18 5	615 - -	
15*l.* 5*s.*, ground rent and for well.	1 19 10	40 16 6	625 4 4	715 - -	
- - nil - -	Ball and blank cartridges, 820; percussion caps, 840. Value not known.	12*l.*, stores, mounted guards, accoutrements, &c.	(*f*) 492 - 3	1,000 - -	
- - - -	Ball and blank cartridges, 820; percussion caps, 840. Value not known.	8*l.* 15*s.* 4½*d.*, stores, repairs, &c.	(*f*) 737 1 -	1,300 - -	
- - nil - -	Rifle ball and blank cartridges, 800; percussion caps, 960. Value not known.	19*l.* 19*s.*, stores, repairs, &c.	(*f*) 541 1 -	1,600 - -	
- - nil - -	Ball and blank cartridges, 1,000; percussion caps, 550. Value not known.	11*l.* 1*s.* 3*d.*, stores, repairs, &c.	(*f*) 710 12 1	2,700 - -	
- - nil - -	Ball and blank cartridge, 1,000; caps, 400. Value not known.	15*l.* 4*s.*, donkey keep, emptying privies, sweeping chimneys, making good defects, and other incidental bills.	(*f*) 684 - 5	950 - -	
5*l.* for ground rent -	Rifle ball, 218; pistol ball, 218; rifle blank, 144; pistol blank, 35; caps, 253. Value not known.	Forage for donkey, 4*l.* 10*s.*, emptying privies 2*l.*, sweeping chimneys 1*l.*, painting buildings inside 3*l.* 18*s.*, making good defects 4*l.* 10*s.*, shoeing donkey, 14*s.*	(*f*) 637 3 11	950 - -	
28 - -	Rifle ball cartridge, 300; pistol, 200; blank, 300; percussion caps, 950.	32 4 3	820 8 9	2,275 - -	
87 - -	Rifle ball cartridge, 415; pistol, 200; rifle blank, 330; percussion caps, 1,317.	41 19 10	1,283 12 2	4,300 - -	
52 - -	Rifle ball cartridges, 190; blank, 100; pistol ball, 120; percussion caps, 539.	17 12 11	580 19 11	1,120 - -	
96 - -	Rifle ball cartridge, 170; pistol, 64; blank, all arms, 175.	12 19 11	555 10 -	300 - -	

(*i*) For day pay, subsistence, and beach pay, in winter months.
(*k*) Day pay, badge pay, subsistence, and beach pay.
(*l*) For fuel, stationery, stores, and furniture.
(*m*) Pay, 520*l.* 2*s.* 6*d.*; beach pay, 24*l.* 14*s.*; badges, 34*l.* 19*s.* 7*d.*; trained man, 13*l.* 13*s.* 9*d.*
(*n*) Fuel, 7*l.*; stationery, 10*s.*; stores, 3*l.* 12*s.* 1*d.*

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
ENGLAND—*continued.*							
HASTINGS DIVISION—*continued.*						£. s. d.	£. s. d.
36 Tower	Rye	1 navigating lieutenant	1 chief boatman, 4 commissioned boatmen, 4 boatmen.	4	5	558 12 10	272 8 8
Haddocks	Rye	1 chief boatman in charge.	3 commissioned boatmen, 4 boatmen.	2	5	325 7 1	186 10 –
Fairlight	Rye	1 chief boatman in charge.	3 commissioned boatmen, 5 boatmen.	2	6	367 19 7	202 15 9
Ecclesbourne	Rye	1 chief boatman in charge.	2 commissioned boatmen, 4 boatmen.	2	5	288 19 2	164 4 4
Hastings	Rye	1 lieutenant	1 chief boatman, 4 commissioned boatmen, 5 boatmen.	4	7	513 9 7	267 6 9
Priory	Rye	1 chief officer, 2nd class.	1 chief boatmen, 4 commissioned boatmen, 3 boatmen, 1 mounted guard.	3	7	569 10 5	248 – –
39 Tower	Rye	1 chief officer, 2nd class.	1 chief boatman, 4 commissioned boatmen, 6 boatmen.	3	5 in summer, 9 in winter.	527 – 5	306 19 1
Bexhill	Rye	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 4 boatmen.	4	6	409 – 6	224 6 –
Kewhurst	Rye	1 chief boatman in charge.	2 commissioned boatmen, 4 boatmen.	2	5	279 11 8	174 8 8
Pevensey Station - Detachment, 57 Tower.	Rye	1 chief officer, 2nd class.	2 chief boatmen, 5 commissioned boatmen, 8 boatmen.	3, and chief officer.	(*a*) 13	680 13 1	385 13 3
Langley	Newhaven	1 chief officer, 2nd class.	1 chief boatman, 5 commissioned boatmen, 4 boatmen.	2	8	507 2 –	237 – 8
Galley Hill	Rye	1 chief boatman in charge.	3 commissioned boatmen, 4 boatmen.	2	6	289 12 7	180 13 8
EASTBOURNE DIVISION:							
Eastbourne	Newhaven	1 chief officer, 2nd class.	11; 1 chief boatman, 5 commissioned boatmen, 4 boatmen, 1 divisional carpenter.	3	8	558 16 9	280 16 –
Holywell	Newhaven	1 inspecting chief officer.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	6	435 16 10	302 6 1
Birling Gap - Detachment, Beachey Head.	Newhaven	1 chief boatman in charge.	12; 1 chief boatman, 5 commissioned boatmen, 6 boatmen.	4	9	505 5 5	311 1 9
Crowlink	Newhaven	1 chief boatman in charge.	6; 2 commissioned boatmen, 4 boatmen.	2	4	278 8 5	177 18 –
Cuckmere	Newhaven	1 chief boatman in charge.	6; 2 commissioned boatmen, 4 boatmen.	2	4	290 6 10	163 14 –
BRIGHTON DIVISION:							
Blatchington	Newhaven	1 lieutenant	11; 2 chief boatmen, 5 commissioned boatmen, 4 boatmen; one of the commissioned boatmen is a seaman gunner.	1 officer, 3 men.	1 officer, 8 men.	572 5 5	253 11 8
Newhaven	Newhaven	1 chief officer, 2nd class.	11; 1 chief boatman, 5 commissioned boatmen, 5 boatmen.	9	10	489 14 2	336 2 1
Portobello	Newhaven	1 chief boatman in charge.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	7	361 19 2	Subsistence 219*l.*; fuel 7*l*; stationery, 10*s.*
Greenway - Detachment, Saltdean.	Newhaven	1 chief officer, 2nd class.	10; 2 chief boatmen, 4 commissioned boatmen, 4 boatmen.	(*b*) 2	9; officer, and 8 men.	407 4 7	322 11 11
Blackrock	Newhaven	1 chief officer, civilian	1 chief boatman, 3 commissioned boatmen, 3 boatmen, 4 boatmen for 2 months.	4	6	572 6 4	– 12 4

(*a*) One chief officer, two chief boatmen, ten men.

(*b*) One at main station, one at detachment.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
66 - -	Percussion caps, 1,000; rifle ball cartridge, 300; pistol, 180; blank, all arms, 400.	21 13 3	918 14 9	950 - -	
36 - -	Percussion caps, 510; rifle ball cartridge, 190; pistol, 90; blank, 180.	8 12 8	556 9 9	480 - -	
- - nil - -	Percussion caps, 665; rifle ball cartridge, 270; pistol, 180; blank, 228.	21 13 6	592 8 10	900 - -	
24 *l.* 10 *s.*, for flag-staff and ground-rent for buildings.	Snider rifle ball cartridges, 280; pistol ball, 120; pistol blank, 90; percussion caps, 360; port fires, 2; all arms, 150.	8 9 7	486 3 1	2,400 - -	
1 *l.* 10 *s.*, ground for flag-staff.	Snider rifle cartridges, 310; pistol ball, 190; pistol blank, 55; percussion caps, 785; port fires, 2.	19 5 2	801 11 6	1,600 - -	
220 - -	Percussion caps, 845; rifle ball cartridge, 247; pistol, 160; blank, 320.	27 15 4	1,065 5 9	No Government property.	
112 - -	Percussion caps, 1,200; rifle ball cartridge, 400; pistol, 200; blank, 395.	23 2 -	969 1 6	750 - -	
52 - -	Percussion caps, 960; rifle ball cartridge, 220; pistol, 160; blank, all arms, 320.	15 15 -	701 1 6	1,000 - -	
85 - -	Percussion caps, 740; rifle ball cartridges, 280; pistol ball, 100; blank, all arms, 230.	6 1 -	545 1 4	No Government property.	
79 - -	Percussion caps, 1,167; rifle ball cartridge, 400; pistol ball, 240; pistol blank, 350.	22 6 11	1,167 13 3	3,050 - -	
153 - -	Percussion caps, 950; rifle ball cartridge, 300; pistol ball, 200; pistol blank, 265.	15 17 7	913 - 3	100 - -	A Government cottage occupied by Wm. Saffe, pensioned chief boatman at 5 *l.* a year.
106 - -	Percussion caps, 785; rifle ball cartridge, 240; pistol, 120; blank, all arms, 300.	7 9 11	583 16 2	- - nil.	
112 - -	4 3 5	35 6 10	991 3 -	Not Government property.	
106 14 -	2 9 11	46 4 6	893 11 4	Not Government property.	
71 13 8	5 11 1	85 4 1	978 16 -	510 - -	
25 *l.* ground-rent - -	2 7 4	79 10 1	563 3 10	615 - -	
27 10 -	2 3 4	66 15 1	550 9 3	690 - -	
165 2 6	Shot, 33; 4-lb. castings, 33; rifle ball cartridges, 420; rifle blank cartridges, 270; pistol ball, 260; percussion caps, 350. Value not known.	36 3 10	1,027 3 5 (exclusive of ammunition).	200 - -	
In Government buildings, no rent paid.	Rifle ball, 300; rifle blank, 300; pistol ball, 140; pistol blank, 30. Value not known.	43 8 5	868 4 8 (exclusive of ammunition).	3,800 - -	
115 13 -	Rifle ball, 220; rifle blank, 200; pistol ball, 110; pistol blank, 100; percussion caps, 531. Value not known.	63 11 10	767 14 - (exclusive of ammunition).	Not Government property; rented by the year.	
139 *l.* 15 *s.* for officer's and men's cottages.	Percussion caps, 1,196; rifle ball cartridge, 170; pistol ball, 130; blank cartridge, 320; 1-lb. rockets, 3. Price not known.	43 10 -	913 1 6 (exclusive of ammunition).	- - nil - -	For stores received, repairs to station, new flag-staff, boat repaired, and doctor's expenses.
91 7 -	Percussion caps, 444; musket rifle ball, 145; musket rifle blank, 73; Snider rifle ball, 280; Snider rifle blank, 175; pistol ball, 95; box capsules, 1. Value not known.	57 4 -	734 9 8 (exclusive of ammunition).	- - nil.	

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances
						£. s. d.	£. s. d
ENGLAND—*continued.*							
BRIGHTON DIVISION—*continued.*							
Brighton	Shoreham	1 Senior mate	1 chief boatman, 1 divisional carpenter, 5 commissioned boatmen, 4 boatmen, 1 mounted guard.	1 officer, 3 day watchmen.	(*a*) 8	723 4 4	(*b*)261 14
Hove	Shoreham	1 lieutenant	1 chief boatman, 3 commissioned boatmen, 3 boatmen.	2	6, sometimes 7.	470 1 9	(*c*)202 3
Fishersgate	Shoreham	1 chief officer, 2nd class.	1 chief boatman, 4 commissioned boatmen, 5 boatmen.	3	8	488 – –	275 18
Shoreham	Shoreham	1 chief officer, 2nd class.	2 chief boatmen, 5 commissioned boatmen, 8 boatmen.	4	12	671 – –	397 18
Lancing	Shoreham	1 chief officer, 2nd class.	2 chief boatmen, 5 commissioned boatmen, 4 boatmen.	3 on station and detachment.	10, including officer.	490 – 6	272 16
Worthing Detachment, Goring.	Shoreham	1 lieutenant	11; 2 chief boatmen, 4 commissioned boatmen, 5 boatmen.	(*e*) 2	(*f*)10	(*g*)667 14 2	(*h*)259 13
BOGNOR DIVISION:							
Kingston	Littlehampton	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	1	7	392 7 6	305 6
Littlehampton	Littlehampton	1 chief officer, 2nd class.	1 chief boatman, 5 commissioned boatmen, 6 boatmen.	3	9	513 16 3	354 9
Elmer	Littlehampton	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	7	392 7 6	301 –
Bognor	Littlehampton	1 chief officer, 2nd class.	13; 1 chief boatman, 1 divisional boatman, 5 commissioned boatmen, 5 boatmen, 1 mounted guard.	3	10	608 6 8	401 7 1
Pagham	Littlehampton	1 chief boatman in charge.	11; 1 chief boatman, 4 commissioned boatmen, 6 boatmen.	2	9	430 17 6	324 10
Selsey	Littlehampton	1 chief officer, 2nd class.	9; 1 chief boatman, 3 commissioned boatmen, 5 boatmen.	1	8	389 6 8	299 14
Thorney	Littlehampton	1 chief officer, 2nd class.	10; 2 chief boatmen, 4 commissioned boatmen, 4 boatmen.	1	9	492 15 –	267 13
Cockbush	Portsmouth	1 chief officer, 2nd class.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	1	6	370 10 6	204 14
Chichester Harbour	Portsmouth	1 chief officer, 2nd class.	17; 2 chief boatmen, 8 commissioned boatmen, 7 boatmen.	6	11	671 11 3	533 10
SOUTHSEA DIVISION:							
Hayling Island	Portsmouth	1 chief officer, 2nd class.	8; 1 chief boatman, 2 commissioned boatmen, 5 boatmen.	2	6	360 8 –	274 15
Hayling Bridge	Portsmouth Harbour.	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	3	5	363 9 7	275 5
Langstone Harbour	Portsmouth Harbour.	1 chief officer, 2nd class.	14; 1 chief boatman, 5 commissioned boatmen, 8 boatmen.	4	10	542 18 9	457 13
Southsea Castle	Portsmouth	1 commander (divisional officer), 1 chief officer, 2nd class.	12; 1 chief boatman, 5 commissioned boatmen, 5 boatmen, 1 sergeant mounted guard.	4	8	912 18 4	1,297 18

(*a*) Six patrols, chief officer, and chief boatman, visiting.
(*b*) Provision money 1 *s.* 4 *d.* per day for officer and men; fuel money, 7 *l.*; stationery, 10 *s.*; house rent, 20 *l.*; forage for mounted guard's horse, 2 *s.* per d
(*c*) Fuel, 7 *l.*; provision, 194 *l.* 13 *s.* 4 *d.*; stationery, 10 *s.*

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
213 - -	Rifle ball, 310; rifle blank, 400; pistol ball, 140; pistol blank, 30. Value not known.	199 *l.* 1 *s.* 11 *d.*, including divisional carpenter's stores, mounted guard horse-shoeing, &c.	1,397 - 11 (exclusive of ammunition).	150 - -	
- - nil - -	100 rounds of ball; 100 rounds of blank. Value not known.	57 6 10	730 17 8 (exclusive of ammunition).	4,000 - -	
107 - -	Expended:—Rifle ball cartridges, 280; rifle blank cartridges, 260; pistol ball cartridges, 150; caps, 570. Value not known.	63 19 11½	934 17 11½ (exclusive of ammunition).	- - nil.	
38 10 -	Expended:—Rifle ball cartridges, 450; rifle blank cartridges, 300; pistol ball cartridges, 225; percussion caps, 600. Value not known.	93 16 11	1,201 4 11 (exclusive of ammunition).	600 - -	
Station ground-rent, 8 *l.*; detachment rent, 50 *l.*	Expended:—Rifle ball cartridges, 290; rifle blank cartridges, 250; pistol ball cartridges, 100; pistol blank cartridges, 40; caps, 520. Value unknown.	124 *l.* 4 *s.*; viz., sweep's bills, emptying privies, cesspools, repairs to roof, paperhanging, ironmongery, travelling expenses, land tax, lime and brushes, annual stores, doctor's bills.	(*d*) 945 - -	840 - -	
131 *l.* 10 *s.* for main station, and 20 *l.* ground-rent for Goring.	Rifle ball, 360; pistol ball, 120; pistol blank, 275; percussion caps, 505; portfires, coast guard, 12; 1 lb. rockets, 6. Value not known.	84 6 11	1,163 4 9 (exclusive of ammunition).	710 - -	
Ground-rent, 10 *l.* - -	Not known - - - -	9 2 -	716 15 11	1,500 - -	
63 *l.* for seven hired cottages.	Not known - - - -	56 12 7	987 18 5	1,880 - -	
Ground-rent, 10 *l.* -	Not known - - - -	13 - 4	716 8 3	1,170 - -	
- - nil - -	Not known - - - -	12 6 7	1,022 1 2	5,100 - -	The cost of the annual stores for the division, for the year 1868, amounted to 177 *l.* 19 *s.* 9 *d.*, which includes divisional carpenter, mounted guards, general stores, wooden furniture, and chloride of lime, which are not included in the station's returns.
22 *l.* ground-rent, on which station stands, and flag-staff.	Not known - - - -	34 5 5	811 13 7	2,500 - -	
35 16 3	Not known - - - -	47 19 -	772 16 1	2,290 - -	
24 - -	Not known - - - -	13 16 9	798 5 1	940 - -	
40 4 -	Not known - - - -	44 14 9	660 3 9	635 - -	The 40 *l.* 4 *s.* shown as rent is for the four hired cottages, and ground-rent for boathouse.
113 1 -	Not known - - - -	5 3 -	1,323 5 3	Leasehold property.	
10 *l.*; one horse hired by the year; station Government freehold.	- - - - - -	10 10 -	- -	1,750 - -	
Government freehold; watch-room, Emsworth, 7 *l.* 10 *s.*	- - - - - -	27 15 -	- -	2,404 - -	
39 *l.*; three cottages hired by the year; station, War Office property.	- - - - - -	32 12 -	- -	1,105 - -	
Government freehold; site of boathouse, 1 *s.*	- - - - - -	142 8 -	- -	5,500 - -	

(*d*) Exclusive of ammunition, and men going afloat.
(*e*) One at main station, and one at detachment.
(*f*) Six at main, and four at detachment.
(*g*) For station and detachment, including 15 *l.* salary, and John P. Jones' surplus for November and December, 6 *l.* 7 *s.* 1 *d.*
(*h*) 247 *l.* 8 *s.* for provisions; 12 *l.* 5 *s.* allowances.

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
						£. s. d.	£. s. d.
ENGLAND—*continued.*							
SOUTHSEA DIVISION—*continued.*							
Gosport	Portsmouth	1 chief officer, 2nd class.	19; 2 chief boatmen, 1 divisional carpenter, 8 commissioned boatmen, 8 boatmen.	6	13	769 8 4	607 15 –
Clay Hall	Portsmouth	1 chief officer, 2nd class.	21; 2 chief boatmen, 9 commissioned boatmen, 10 boatmen.	7	14	770 10 2	663 1 8
Hill Head	Portsmouth	1 chief officer, 2nd class.	10; 1 chief boatman, 3 commissioned boatmen, 6 boatmen.	2	8	421 5 5	340 – –
SOUTHAMPTON DIVISION:							
Hamble River	Southampton	1 chief boatman in charge.	11; 1 chief boatman, 4 commissioned boatmen, 6 boatmen.	4	5	401 10 4	372 10 –
Netley	Southampton	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	3	208 7 1	190 – –
Woolston	Southampton	1 inspecting officer (staff commander).	11; 1 chief boatman, 5 commissioned boatmen, 5 boatmen.	5	5	529 5 –	416 8 4
EAST COWES DIVISION:							
Newtown	South Yarmouth.	1 chief boatman in charge.	2 commissioned boatmen, 5 boatmen.	1	6	310 5 –	194 13 4
Sticelet	West Cowes	1 chief boatman in charge.	3 commissioned boatmen, 5 boatmen.	(*a*) 3	(*b*) 7	(*c*)345 4 7	(*d*)226 10 –
East Cowes	Cowes	1 navigating lieutenant (divisional officer).	14; 1 chief boatman, 1 divisional carpenter, 9 commissioned boatmen, 3 boatmen.	6	8	(*e*) 1,062 10 10	(*f*)88 10 –
Fishbourne	Cowes, Isle of Wight.	1 chief boatman in charge.	7; 3 commissioned boatmen, 4 boatmen.	1	6	322 8 4	202 3 4
RYDE DIVISION:							
Ryde Detachment, Spring Vale.	Portsmouth	1 staff commander	2 chief boatmen, 4 commissioned boatmen, 3 boatmen, 1 divisional carpenter, 1 mounted guard (corporal).	5	6	660 – –	276 5 –
Sea View	Portsmouth	1 chief boatman in charge.	7; 4 commissioned boatmen, 3 boatmen.	2	5	324 18 9	(*g*)202 3 4
Bembridge	Portsmouth	1 chief officer, 2nd class.	1 chief boatman, 4 commissioned boatmen, 8 boatmen.	3	10	(*h*) 597 13 9	(*i*)344 16 8
Foreland	Cowes	1 chief boatman in charge.	1 commissioned boatman, 3 boatmen.	1	3	324 17 6	7 10 –
Sandown	Cowes	1 chief boatman in charge.	4 commissioned boatmen, 3 boatmen.	2	5	532 19 –	7 10 –
Shanklin	Cowes	1 chief boatman in charge.	2 commissioned boatmen, 5 boatmen.	2	5	520 17 –	7 10 –
Ventnor	Cowes	1 chief officer, 2nd class.	1 chief boatman, 5 commissioned boatmen, 9 boatmen.	3	12	1,323 5 –	7 – –
SOUTH YARMOUTH DIVISION:							
St. Catherine's	Cowes	1 chief officer, 2nd class.	1 chief boatman, 3 commissioned boatmen, 5 boatmen.	2	7	670 10 –	12 1 –
Atherfield	Cowes	1 chief officer (civilian)	3 commissioned boatmen, 3 boatmen.	2	4	456 – –	7 – 10
Brixton	Cowes	1 chief boatman in charge.	1 commissioned boatman, 3 boatmen.	1	3	314 15 3	7 10 –
Brook	Cowes	1 lieutenant	2 chief boatmen, 3 commissioned boatmen, 5 boatmen.	2	8	819 11 4	12 5 –
Totland	Cowes, Isle of Wight.	1 chief boatman in charge.	1 chief boatman, 3 commissioned boatmen, 6 boatmen.	2	9	632 14 11	282 5 –
South Yarmouth	Cowes	1 chief officer, 2nd class.	9; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 5 boatmen.	2	7	468 9 4	277 2 –

(*a*) Chief boatman in charge and two men.
(*b*) Six men (patrols), and chief boatman in charge to visit.
(*c*) Chief boatman in charge, 63 *l.* 17 *s.* 6 *d.*; three commissioned boatmen, 114 *l.* 1 *s.* 3 *d.*; five boatmen, 167 *l.* 5 *s.* 10 *d.*

(*d*) Subsistence for nine men, 219 *l.*; fuel and stationery, 7 *l.* 10 *s.*
(*e*) Divisional officer, 170 *l.* 6 *s.* 8 *d.*; chief boatman, 69 *l.* 19 *s.* 2 *d.*; divisional carpenter, 79 *l.* 1 *s.* 8 *d.*; nine commissioned boatmen, 567 *l.* 5 *s.* 5 *d.*; three boatmen, 175 *l.* 17 *s.* 11 *d.*

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for one Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d	£. s. d.	£. s. d.	
14 *l.* 12 *s.* for workroom, Hardway, and 1 house at Hardway district. Station, Government freehold.	- - - - - -	84 14 -	- -	7,500 - -	
98 *l.* 13 *s.*, for 9 houses, hired by the year. Station, Government freehold.	- - - - - -	72 2 -	- -	3,100 - -	
10 *l.*; leasehold property.	- - - - - -	42 11 -	- -	975 - -	
Watch vessel; 30 *l.*, additional quarters.	- - - - - -	Not known - -	—	—	
- - none - -	- - - - - -	Not known - -	- -	1,200 - -	
100 - -	- - - - - -	Not known - -	—	—	
25 - -	1 - 3	55 16 -	587 14 4	750 - -	This includes stores, one new galley, and one new punt, for the year, but it does not include taxes.
9 cottages, 86 *l.* - -	1 5 5	Annual supply of stores, 7 *l.* 15 *s.* 7 *d.*; no rates or taxes; sweep's bill, 1 *l.* 16 *s.*; medical attendance, 12 *l.* 3 *s.*	680 14 2	Not Government property.	
Divisional officer, 20 *l.*; 3 cottages rented by Crown, 10 *l.* each, 30 *l.*	2 7 8	Station's stores, 29 *l.* 2 *s.*; 2 berthing hulks, 34 *l.* 6 *s.* 11 *d.*; doctor's visits, 19 *l.* 10 *s.*; carpenter's tools, 1 *l.* 7 *s.* 6 *d.*; rates and taxes, 13 *l.*	1,312 14 11	1,200 - -	
112 - -	1 2 -	71 16 -	709 9 8	- - nil.	
Stable for mounted guard, 9 *l.*; officer for house, 20 *l.*; ground-rent, Ryde, 25 *l.*	1 - 4½	36 4 4	1,027 9 4	2,725 - -	
86 3 -	Ball cartridges, 160; blank cartridges, 210; caps, 400.	Stores, privies, chimneys, 23 *l.* 7 *s.* 9 *d.*	637 6 10	No Government property, such as houses or land.	
12 cottages, 139 *l.* 15 *s.*; gun battery, 2 *l.*; boathouse, 1 *l.*	Station, 2 *l.* 10 *s.* 6 *d.*; gun battery, 59 *l.* 10 *s.*	Stores and repairs, gun battery, work performed, &c., 57 *l.* 2 *s.*	1,202 7 11	Including gun battery, 425 *l.* 9 *s.* 8 *d.*	The amount shown in the column for Government property includes ordnance, as well as other stores at the stations, also the gun battery and all the stores complete.
Station, 10 *l.* - -	Ball cartridges, 120; blank cartridges, 110.	Repairs and stores, 14 *l.* 5 *s.* 9 *d.*	- -	1,150 - -	
Government buildings; Government freehold.	Ball cartridges, 320; blank cartridges, 200.	Repairs, stores, &c., 17 *s.*	- -	2,700 - -	
Station, 109 *l.* - -	Ball cartridges, 320; blank cartridges, 200.	Repairs and stores, 1 *l.* 6 *s.*	- -	Private property.	
Station, 105 *l.*; detachments, 7 *l.*	Ball cartridges, 640; blank cartridges, 400.	Repairs and stores, 13 *l.*	- -	Woody Bay Detachment, St. Lawrence, 1,150 *l.*	
Station, 90 *l.* - *s.* 6 *d.*; detachments, 43 *l.*	Ball cartridges, 500; blank cartridges, 200.	repairs, stores, &c., 11 *l.*	- -	40 - -	
Station, 3 *l.* - - -	Ball cartridges, 480; blank cartridges, 175.	Repairs, stores, &c., 15 *l.*	- -	1,275 - -	
Station, 30 *l.* 14 *s.* -	Ball cartridges, 300; blank cartridges, 200.	Repairs, stores, &c., 5 *l.*	- -	Private cottages; hired by the men.	
Station, 2 *l.* 2 *s.*; detachments, 1 *s.*	Ball cartridges, 660; blank cartridges, 440.	Repairs, stores, &c., 10 *l.* 17 *s.* 8 *d.*	- -	Station and detachments, 4,550 *l.*	
121 - -	1 10 10	16 4 6	1,054 3 3	Nil. 100 *l.* - -	Chief boatman in charge pays rent of 5 *l.* per annum; added to the total.
35 *l.*; rent of boathouse, &c.; held on lease.	1 6 9½	111 7 3	893 5 4½	3,000 - -	Under the head of "Other Charges," stores and taxes are included.

(*f*) Divisional officer, stationery, 2 *l.* 10 *s.*; moving duty, 72 *l.*; fuel, 7 *l.*; commissioned boatman, for two berthing hulks, fuel, 7 *l.*

(*g*) Subsistence, 194 *l.* 13 *s.* 4 *d.*; fuel, 7 *l.*; stationery, 10 *s.*

(*h*) One chief officer, 109 *l.* 10 *s.*; one chief boatman, 45 *l.* 12 *s.* 6 *d.*; four commissioned boatmen, 168 *l.* 16 *s.* 3 *d.*; eight boatmen, 273 *l.* 15 *s.*

(*i*) One chief officer, 40 *l.* 16 *s.* 8 *d.*; one chief boatman, 24 *l.* 6 *s.* 8 *d.*; four commissioned boatmen, 83 *l.*; eight boatmen, 196 *l.* 13 *s.* 4 *d.*

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
ENGLAND—*continued.*						£. s. d.	£. s. d.
LYMINGTON DIVISION:							
Calshot Castle - - - Detachments, Hythe and Fawley.	Southampton and Cowes.	1 navigating sub-lieutenant.	10; 2 chief boatmen, 4 commissioned boatmen, 4 boatmen.	3	9	(*a*)782 11 3	Fuel and stationery, 7*l.* 10*s.*
Milford - - - - Detachment, Hurst.	Southampton -	1 staff commander (on Reserved List).	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	(*b*) 6	(*a*)772 5 5	(*c*) 12 5 -
Beaulieu - - - -	Southampton -	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	1	5	(*a*)505 17 6	Fuel and stationery, 7*l.* 10*s.*
Pittsdeep - - - -	Southampton -	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	1	5	(*a*)504 18 4	Fuel and stationery, 7*l.* 10*s.*
Lepe - - - - -	Southampton -	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	1	5	(*a*)507 19 2	Fuel and stationery, 7*l.* 10*s.*
Lymington - - - - Detachment, Woodside.	Southampton -	1 navigating lieutenant.	9; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 4 boatmen.	2	7	(*a*)779 2 1	Fuel and stationery, 7*l.* 10*s.*
Barton Cliff - - -	Southampton -	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	1	5	(*a*)495 8 2	Fuel and stationery, 7*l.* 10*s.*
Christchurch - - -	Poole - -	1 lieutenant - -	9; 1 chief boatman, 3 commissioned boatmen, 5 boatmen.	2	7	(*a*)705 14 -	Fuel and stationery, 7*l.* 10*s.*
BOURNEMOUTH DIVISION:							
Suckton - - - - -	Poole - -	1 chief boatman in charge.	8; 3 commissioned boatmen, 5 boatmen.	2	6	368 18 4	192 13 4 provisions.
Bournemouth - - -	Poole - -	1 staff commander (inspecting officer).	9; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 5 boatmen.	4	5	535 15 -	(*d*)276 17 6
SWANAGE DIVISION:							
Branksea - - - - - Detachment, Flag Head.	Poole - -	1 chief officer, 2nd class.	11; 1 chief boatman, 5 commissioned boatmen, 5 boatmen.	4	7	525 - 5	302 12 6
Studland Bay - - -	Poole - -	1 chief officer, 2nd class.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	2	5	375 12 11	202 3 4
Swanage - - - - -	Poole - -	2; 1 inspecting commander, 1 navigating lieutenant.	14; 1 chief boatman, 5 commissioned boatmen, 1 divisional carpenter, 6 boatmen, 1 mounted guard.	6	8	1,117 16 3	580 10 -
St. Alban's Head - - Detachment, Bottom.	Poole - -	1 chief boatman in charge.	15; 1 chief boatman, 5 commissioned boatmen, 9 boatmen.	4	12	595 19 4	485 5 8
Kimmeridge - - -	Weymouth -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	7	450 3 4	250 16 8
WEYMOUTH DIVISION:							
Warbarrow - - -	Weymouth -	1 chief boatman in charge.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	1	7 and chief boatman in charge.	387 - 2½	177 16 8

(*a*) Including subsistence allowance.
(*b*) Exclusive of chief boatman who visits at night.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
29 *l.* 2 *s.* 8 *d.*, Fawley detachment.	Rifle ball, 400; rifle blank, 300; pistol ball, 200; pistol blank, 150; caps, 1,100.	Stores, 14*l.* 9*s.* 3*d.*; repairs, &c., 17 *l.* 2 *s.* 9 *d.*; sweeps, 17 *s.* 6 *d.*	851 13 5	800 – –	
3 cottages at Milford, 28 *l.* 10 *s.*; watch-room, &c., 4 *l.* 10 *s.*	Rifle ball, 400; rifle blank, 250; pistol ball, 200; pistol blank, 150; caps, 1,200.	Stores, 23*l.*; sweeps, 1 *l.*; repairs, 1 *l.* 11 *s.* 3 *d.*; vaults, 2 *l.* 10 *d.*; Divine service, 5 *l.*	853 15 8	1,100 – –	
75 7 –	Rifle ball, 280; rifle blank, 175; pistol ball, 140; pistol blank, 105; caps, 840.	Stores, 10 *l.* 10 *s.* 1½ *d.*; sweep, 1 *l.* 5 *s.* 6 *d.*; repairs, 2 *l.* 15 *s.*; vaults, 2 *l.* 10 *s.*	605 15 1½	– – nil.	
Ground rent, 4*l.* 17*s.* 6*d.*	Rifle ball, 280; rifle blank, 175; pistol ball, 140; pistol blank, 105; caps, 840.	Stores, 6*l.* 3*s.* 5*d.*; repairs, 6 *l.* 8 *s.*; vaults, 2*l.*; sweeps, 1 *l.* 6 *s.*	533 13 3	Property tax, 10 *s.*	
Ground rent, 10*l.* 5*s.* 4*d.*	Rifle ball, 280; rifle blank, 175; pistol ball, 140; pistol blank, 105; caps, 840.	Stores, 16 *l.* 13 *s.* 10½ *d.*; repairs, &c., 8 *l.* 14 *s.*; vaults, 5 *l.* 2 *s.*; sweeps, 1 *l.* 4 *s.*	558 15 2½	1,610 – –	
Officer reimbursed, 9*l.*; 5 cottages, Lymington, 52 *l.*; watch and boat-house, 14*l.*; 3 cottages, Woodside, 27 *l.*	Rifle ball, 400; rifle blank, 250; pistol ball, 200; pistol blank, 150; caps, 1,200.	Stores, 9*l.* 10*s.* 4*d.*; sweeps, 1 *l.* 8 *s.*	899 10 5	– – nil.	
Ground rent, 5*l.* 7*s.* 10*d.*	Rifle ball, 280; rifle blank, 175; pistol ball, 140; pistol blank, 105; caps.	Stores, 2*l.* 9*s.* 3*d.*; repairs, 9*s.*; vaults, 2 *l.* 5 *s.*; sweeps, 2 *l.* 15 *s.*	516 4 3	2,610 – –	
Crown property – –	Rifle ball, 360; rifle blank, 225; pistol ball, 180; pistol blank, 135; caps, 1,080.	Stores, 8*l.* 3*s.* 2*d.*; repairs, &c., 81 *l.* 12 *s.* 7 *d.*; taxes, 3 *l.* 5 *s.* 5 *d.*; sweeps, 2 *l.* 19 *s.* 6 *d.*; sundries, 5*l.* 5 *s.*; vaults, 6 *l.* 10 *s.*	815 10 1	2,600 – –	
63 8 –	3 – –	Repair of watch box, 1 *l.* 3 *s.* 6 *d.*	629 3 2	Not Government property.	
Ground rent, 15 *l.* –	3 – –	Repairs to buildings, 12 *l.* – *s.* 9 *d.*	842 13 3	2,800 – –	
71 – –	Percussion caps, 1,176; rifle ball cartridges, 480; pistol ball cartridges, 100; rifle blank, 300; pistol blank, 100.	Stores, 24 *l.* 9 *s.* 10 *d.*; repairs, 12 *l.* 18 *s.* 6 *d.*; water, 4 *l.*	942 1 –½	300 – –	
5 5 –	Percussion caps, 336; rifle ball cartridges, 320; pistol ball cartridges, 160; rifle blank, 200; pistol blank, 120.	Stores, 7 *l.* 3 *s.*; sweeping chimneys, 1 *l.* 2*s.*; repairs, 4 *s.*; emptying cesspools, 1 *l.* 15 *s.*; water, 2 *l.* 10 *s.*	597 10 9	1,100 *l.*; built by the Crown 1834.	
105 10 –	32-pounder shot, 143; 32-pounder cartridges, 147; tubes, 250; percussion caps, 350; rifle ball cartridges, 526; pistol ball cartridges, 150; rifle blank, 230; pistol blank, 180.	Carpenter's stores, 16 *l.*; stations stores, 8*l.*; mounted guard's stores, 3 *l.*; sweeping chimneys, 1 *l.* 4 *s.*	1,852 9 11	200 – –	Inspecting Commander, including pay, 365 *l.*; allowances, 199 *l.* 6 *s.* 8 *d.*
45 10 –	Percussion caps, 1,660; rifle ball cartridges, 640; pistol ball cartridges, 160; rifle blank, 400; pistol blank, 200.	Sweeping chimneys, 3 *l.* 10 *s.*; repairs, 4 *l.* 19 *s.*; stores, 7 *l.* 10 *s.*	1,145 5 11	1,380*l.*; station buildings erected by the Crown in 1834.	
32 17 6	Percussion caps, 400; rifle ball cartridges, 360; pistol ball cartridges, 180; rifle blank, 225; pistol blank, 155; port-fires, 6; rockets, signal, 2.	Right of way, 6*l.*; stores, 5*l.* 18*s.* 4*d.*; sweeping chimneys, 2 *l.* 5*s.* 9 *d.*; emptying cesspools, 1 *l.* 10 *s.*	752 2 3	830 *l.*; 6 houses built by the Crown.	
17 1 –	Rifle ball cartridges, 320; rifle blank cartridges, 200; pistol ball cartridges, 160; pistol blank cartridges, 135; percussion caps, 378.	37 6 6	621 17 4½	1,200 *l.*; Government houses.	

(*c*) Milford: fuel, 7 *l.*; stationery, 10 *s.* Hurst: fuel, 4 *l.* 10 *s.*; stationery, 5 *s.*
(*d*) Provisions, visiting allowance, stationery and fuel, watch-room inspecting officer.

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
						£. s. d.	£. s. d.
ENGLAND—*continued.*							
WEYMOUTH DIVISION—*continued.*							
Lulworth	Weymouth	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	1	8 and officer.	476 2 4½	203 5 –
Whitenose	Weymouth	1 chief boatman in charge.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	1	6 and chief boatman in charge.	312 5 –½	203 5 –
Osmington	Weymouth	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	6 and officer and chief boatman.	393 14 10¾	255 6 8
Preston	Weymouth	1 chief officer, 2nd class.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	2	5 and officer.	333 15 4	203 5 –
Weymouth	Weymouth	1 inspecting commander; 1 chief officer, 2nd class.	14; 2 chief boatmen, 1 divisional carpenter, 5 commissioned boatmen, 5 boatmen, 1 mounted guard.	(*a*) 5	9 and mounted guard and officer.	1,174 18 6½	552 5 –
Detachment, Passage.							
Portland	Weymouth	1 chief officer, 2nd class.	14; 1 chief boatman, 5 commissioned boatmen, 8 boatmen.	2 at station, and 2 at detachment.	11 including officer.	739 13 1¾	316 8 4
Detachment, Balaclava.							
Hill	Weymouth	1 chief officer, 2nd class.	9: 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	7 and officer.	418 15 3	250 16 8
Wyke	Weymouth	1 chief officer, 2nd class, and 1 chief boatman in charge for detachment.	12; 1 chief boatman, 5 commissioned boatmen, 6 boatmen.	(*b*) 3	10 and officer.	686 5 10¾	204 5 –
Detachment, Fleet.							
ABBOTSBURY DIVISION:							
Langton	Weymouth	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	6	663 9 8½	– nil –
Abbotsbury	Bridport	1 inspecting chief officer (civilian).	8; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 3 boatmen.	1	(*c*) 7	667 12 1	(*d*)57 10 –
Burton	Bridport	1 chief boatman in charge.	6; 1 chief boatman, 3 commissioned boatmen, 2 boatmen.	1	(*e*) 6	251 12 6	209 14 6
LYME DIVISION:							
Bridport	Bridport	1 chief officer, 2nd class.	10; 1 chief boatman, 4 commissioned boatmen, 5 boatmen.	2	8	500 16 5	259 16 8
Chideock	Bridport Harbour	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	7	(*f*)655 14 6	(*g*)12 10 –
Detachment, Westhay.							
Lyme Cobb	Lyme Regis	1 inspecting commander, 1 lieutenant.	12; 1 chief boatman, 1 divisional carpenter, 5 commissioned boatmen, 5 boatmen.	2	(*h*) 12	1,282 1 3	259 19 6
Detachment, Charmouth.							
Axmouth	Lyme Regis	1 chief officer, 2nd class.	10; 1 chief boatman, 4 commissioned boatmen, 5 boatmen.	(*i*) 2	(*k*) 9	(*l*)689 2 9	(*m*)68 5 5
Detachment, Whitlands.							

(*a*) Four at station (including mounted guard), and one at Passage detachment.
(*b*) One at station, and two at detachment.
(*c*) One chief boatman, visiting; six night patrols.
(*d*) Inspecting chief officer, visiting allowance, 48 *l.*; stationery, 2 *l.* 10 *s.*; fuel, 7 *l.*

(*e*) Four night patrols, chief boatman in charge, and chief boatman visiting patrols every night.

(*f*) Pay and subsistence of one officer, 130 *l.* 15 *s.*; one chief boatman, 66 *l.* 18 *s.* 4 *d.*; four commissioned boatmen, 237 *l.* 5 *s.*; four boatmen, 220 *l.* 16 *s.* 2 *d.*

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
10 - -	Rifle ball cartridge, 360; rifle blank cartridge, 225; pistol ball cartridge, 180; pistol blank cartridge, 135; percussion caps, 378.	18 13 7	710 10 1	1,240 *l.*; Government houses.	
10 - -	Rifle ball cartridge, 280; rifle blank cartridge, 175; pistol ball cartridge, 140; pistol blank cartridge, 105; percussion caps, 840.	34 17 3	563 1 -	1,140 *l.*; Government houses.	
53 12 6	Rifle ball cartridge, 360; rifle blank cartridge, 225; pistol ball cartridge, 200; pistol blank cartridge, 150; percussion caps, 420.	29 15 2	735 10 4	180 - -	
16 10 6	Rifle ball, 280; rifle blank, 175; pistol ball, 160; pistol blank, 120; percussion caps, 336.	31 10 4	587 9 11	1,200 *l.*; Government houses.	
205 14 -	Rifle ball cartridge, 650; rifle blank cartridge, 325; pistol ball cartridge, 300; pistol blank cartridge, 225; percussion caps, 1,796.	129 1 3½	2,068 6 6	3,400 - -	
125 15 -	5 *l.* 8 *s.* 10½ *d.* Rifle ball cartridges, 560; rifle blank cartridges, 350; pistol ball cartridges, 300; pistol blank cartridges, 225; percussion caps, 1,722.	130 12 5	1,317 17 9¼	Government houses at detachment, not at main station, 922 *l.*	
125 - -	Rifle ball cartridge, 360; rifle blank cartridge, 225; pistol ball cartridge, 180; pistol blank cartridge, 135; percussion caps, 660.	13 5 11	810 11 8	Unknown, or about 90 *l.*; not Government houses.	
68 5 -	Rifle ball cartridge, 520; rifle blank cartridge, 325; pistol ball cartridge, 280; pistol blank cartridge, 210; percussion caps, 1,400.	31 1 5	994 16 -	1,065 *l.*; Government houses at detachment, not at main station.	
- - nil - -	3 12 1	Stores, 22 *l.* 17 *s.* 3 *d.*; works and repairs, 27 *l.* 6 *s.* 9 *d.*; travelling expenses, 12 *s.*; sweeping chimney, 1 *l.* 10 *s.*; ground rent, 9 *l.* 15 *s.*	736 18 9	1,100 - -	
Ground rent for buildings, 10 *l.*; hired cottages and re-imbursements, 18 *l.*	Ball cartridge boxes, breech loading, 320; blank cartridge boxes, breech loading, 200; pistol ball, sea service, 40; pistol blank, sea service, 135.	Annual stores, 36 *l.* 12 *s.* 6 *d.*; works and repairs, 24 *l.* 7 *s.* 5 *d.*; travelling expenses, 3 *l.* 7 *s.*; contingent account, 1 *l.* 16 *s.* 3 *d.*	820 3 6	870 - -	
Ground rent for station, 15 *l.*	1 3 -	37 19 7	515 9 7	1,090 *l.*; leasehold property held.	
Rent, rates, taxes, water, &c., 80 *l.* 19 *s.*	1 11 5 (including mortar ammunition).	Repairs to watch-house, 14 *l.* 4 *s.* 10 *d.*; stores, &c., 5 *l.* 11 *s.* 7½ *d.*	863 - -	200 *l.*; watch-house and boathouse, Admiralty freehold.	
The property of the Crown; a ground rent, 10 *l.*; hired buildings, 24 *l.*; detachment, one cottage, 7 *l.*	Rifle ball cartridge, 360; rifle blank cartridge, 225; pistol ball cartridge, 180; pistol blank cartridge, 135.	For annual stores, casual repairs, paint, and chimney sweeping, 12 *l.* 10 *s.*	723 18 6	810 - -	Price of ammunition, not known.
137 10 -	3 9 3	67 10 3	1,750 10 3	700 *l.*; including Charmouth Dock.	
Chief officer, hired house, 18 *l.*; hired houses for 8 men, 49 *l.* 10 *s.*; watch-house at main station, 4 *l.*; boathouse, 5 *l.*; flagstaff, 1 *l.*	Rifle ball, 400; rifle blank, 250; pistol ball, 250; pistol blank, 150; percussion caps, 300.	Repairs of Whitland's detachment, 10 *s.*; sweep's bill, 8 *s.*; water supply to Whitland, 2 *l.* 10 *s.*; rates and taxes, 15 *s.*; annual supply of stores, 6 *l.* 19 *s.* 2½ *d.*	846 - 4	500 *l.*; Whitland's detachment, 2 cottages, watch-house, freehold property.	

(*g*) Fuel, 7 *l.*; stationery, 10 *s.*; salary, 5 *l.*
(*h*) One navigating lieutenant, one chief boatman, and 10 men.
(*i*) One at the main station, and one at the detachment.
(*k*) One officer, one chief boatman, and nine men.
(*l*) Chief officer, 2nd class, 109 *l.* 10 *s.*; subsistence, 24 *l.* 6 *s.* 8 *d.* Chief boatman, 39 *l.* 10 *s.* 10 *d.*; subsistence, 24 *l.* 6 *s.* 8 *d.* Four commissioned boatmen, 127 *l.* 19 *s.*; subsistence, 97 *l.* 6 *s.* 8 *d.* Five boatmen, 144 *l.* 9 *s.* 7 *d.*; subsistence, 121 *l.* 13 *s.* 4 *d.*
(*m*) Fuel for stations, 7 *l.*; for detachment, 4 *l.* 10 *s.*; stationery, 10 *s.*; nine men, with three good conduct badges; one man, with one good conduct badge, 42 *l.* 11 *s.* 8 *d.* Nine trained men, at 1 *d.* per diem each, 13 *l.* 13 *s.* 9 *d.*

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
						£. s. d.	£. s. d.
ENGLAND—*continued.*							
LYME DIVISION—*continued.*							
Beer - - - - - Detachment, Seaton.	Lyme - -	1 acting chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	(*a*) 2	(*b*) 4	(*c*) 388 19 4	(*d*) 25 15 2
Branscombe - - - Detachment, Beer Head.	Exmouth -	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	6	(*e*) 582 7 2	(*f*) 41 10 -
EXMOUTH DIVISION:							
Sidmouth - - - - Detachment, Weston.	Exmouth -	1 chief officer, 2nd class.	14: 2 chief boatmen, 6 commissioned boatmen, 6 boatmen.	2	12 and 1 officer.	(*g*) 637 4 7	365 - -
Budleigh Salterton - - Detachment, Ladran.	Exmouth -	1 chief officer, 2nd class.	14; 1 chief boatman, 6 commissioned boatmen, 7 boatmen.	3	(*h*) 10	609 17 1	326 4 2
Exmouth - - - -	Exmouth -	1 chief officer, 2nd class.	17; 3 chief boatmen, 1 divisional carpenter, 8 commissioned boatmen, 5 boatmen.	(*i*)	(*k*)	(*l*) 794 15 2	(*m*) 445 10 -
Dawlish - - - -	Teignmouth -	1 staff commander -	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	7	493 3 9	279 14 7
Teignmouth - - -	Teignmouth -	1 navigating lieutenant.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	2	5	404 10 10	(*n*) 241 14 2
Shaldon - - - -	Teignmouth -	1 navigating lieutenant.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	(*o*)	(*o*)	372 12 1	198 - 1
DARTMOUTH DIVISION:							
Babbicombe - - - -	Teignmouth -	1 staff commander -	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	7 and chief officer.	488 3 9	269 13 4
Torquay - - - -	Dartmouth -	1 inspecting commander, 1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	5	(*p*) 778 - -	(*q*) 415 13 4
Paignton - - - -	Torquay -	1 navigating lieutenant.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	2	5	451 13 4	204 3 4
Brixham - - - -	Dartmouth -	1 chief officer, 2nd class.	12; 1 chief boatman, 5 commissioned boatmen, 6 boatmen.	(*r*) 5	7	482 2 1	448 2 6
Mansands - - - - Detachment, Kingswear.	Dartmouth -	1 chief boatman in charge.	7; 3 commissioned boatmen, 4 boatmen.	2	5	250 8 9	237 5 -
Dartmouth - - - - Detachment, Blackpool.	Dartmouth -	1 chief officer, 2nd class.	8; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 3 boatmen.	1 and boat's crew ready for boarding.	7	420 2 5	262 10 -
Torcross - - - - Detachment, Hallsands.	Dartmouth -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	8	444 11 6	255 6 8

(*a*) One at main station, one at detachment.
(*b*) One officer, one chief boatman, two men.
(*c*) One chief officer, 4 *s.* per day, and 27 *l.* salary, 100 *l.*; one chief boatman, 2 *s.* 2 *d.* day pay; 39 *l.* 10 *s.* 10 *d.* per annum; subsistence, 1 *s.* 4 *d.* per day, 63 *l.* 17 *s.* 6 *d.*; two commissioned boatmen, at 1 *s.* 9 *d.* per man per diem, 3 *s.* 8 *d.*; subsistence, 1 *s.* 4 *d.* per man, 118 *l.* 12 *s.* 6 *d.*; two boatmen, at 1 *s.* 7 *d.* per diem, 57 *l.* 15 *s.* 10 *d.*; subsistence, at 1 *s.* 4 *d.* per diem, 48 *l.* 15 *s.* 6 *d.*
(*d*) Fuel for station, 7 *l.*; stationery, 10 *s.*; for good conduct badges for three men, three stripes each, 13 *l.* 13 *s.* 9 *d.*; for three trained men, at 1 *d.* per diem, 4 *l.* 11 *s.* 5 *d.*
(*e*) Chief officer, 110 *l.* 4 *s.* 2 *d.*; chief boatman, 39 *l.* 8 *s.* 4 *d.*; three commissioned boatmen, 95 *l.* 11 *s.* 2 *d.*; two boatmen, 54 *l.* 8 *s.* 4 *d.*; two boatmen, good conduct badges, 108 *l.* 10 *s.*; subsistence, officer and six men and one man, 5 *l.*; salary, 174 *l.* 5 *s.* 2 *d.*
(*f*) Fuel for station, 7 *l.*; stationery, 10 *s.*; five men, three and one with two good conduct badges; one seaman gunner, 4 *d.*; and two trained men, 1 *d.* each.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for one Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
For Beer buildings, officer's house, chief boatman's house, and watch-room, 21 *l.*	Snider rifle ball, 200; Snider rifle blank, 125; pistol ball, 100; pistol blank, 65; caps, 165.	Stores for station, 5 *l.* 15 *s.* 5 *d.*; sweep's bill, 12 *s.*; conveying letters, 8 *s.*; property tax, 15 *s.*	488 8 10	Not Government property; rented annually.	One four-oared galley, 1 four-oared punt and gear, 25 *l.*; 1 flagstaff, 10 *l.*; 1 ensign flagstaff, 1 pendant, mast-house, 2 iron tanks, and 5 tuck sticks, 6 *l.*
Ground-rent for station, 15 *l.*; detachment, 2 *l.*; 1 acre of land, 8 *l.*; 1 cottage, 7 *l.* 10 *s.*	Percussion caps, 900; rifle ball, pattern 1853, 380; rifle blank, 200; pistol ball, sea service, 130; pistol blank, 120; port-fires, 5; 1-lb. signal rockets, 2 in number.	General stores, 5 *l.* 4 *s.* 9 *d.*; wheelbarrow, 1 *l.* 1 *s.*; hooping boat's brackets, 2 *l.* 7 *s.* 8 *d.*; sweeps, 1 *l.* 4 *s.*; water, 1 *l.* 1 *s.*; rates and taxes, 3 *l.* 18 *s.* 3 *d.*; repairs, station and detachment, 44 *l.* 6 *s.* 8 *d.*; ranges, 6 *l.* 10 *s.*; flags and canvas stores, 9 *l.*	7,357 7 2	6 cottages and watch-room, storeroom, Crown property, lease expires in 1868; 1 cottage at detachment; 1,100 *l.*; 2 boats, 15 *l.* 10 *s.*; 2 flagstaffs, 14 *l.*; furniture, 10 *l.* 10 *s.*; other stores, 20 *l.* 10 *s.*; iron tanks, 9 *l.*	
66 *l.* 8 *s.* for Sidmouth and detachment.	3 – –	For station and detachment, various bills, &c., 116 *l.* 11 *s.* 1 *d.*	1,188 3 8	For 4 cottages and watch-room at Weston and watch-house at Sidmouth, 1,000 *l.*	
91 7 –	3 12 4¼	8 13 7	1,039 14 2	Watch-house at station, 50 *l.*; watch-house at detachment, 80 *l.*	
For chief officer's house and 17 cottages, and water rate, 105 *l.* 4 *s.*	Ball cartridges (Snider), 680; blank cartridges (Snider), 425; pistol ball cartridges, sea service, 245; pistol blank cartridges, sea service, 165; percussion caps, 1,865.	Stores, 20 *l.* 10 *s.* 11 *d.*	1,371 9 4	Eight cottages and garden ground; 1 watchhouse and boat-house; 1,650 *l.*	One inspecting commander's pay, 365 *l.*; allowances, 199 *l.* 6 *s.* 8 *d.*
70 10 –	4 – –	61 18 3	909 6 7	4,600 – –	
Men's houses and lodgings, ground-rent for new buildings, watch-house and flagstaff.	Rifle ball cartridges, 280; pistol ball cartridges, 140; blank cartridges, all arms, 175; pistol blank cartridges, 105; percussion caps, 840.	Water rate, repairs, taxes, &c., 18 *l.* 13 *s.* 9 *d.*; stores for station, 19 *l.* 6 *s.*	822 10 2	Leasehold; 3,300 *l.*	
48 15 –	Rifle ball cartridges, 240; rifle blank cartridges, 150; pistol ball cartridges, 120; pistol blank cartridges, 90; percussion caps, 720.	About 7 *l.*, for stores, &c.	628 3 11	A field for buildings, about 1¼ acre; value about 300 *l.*	
67 10 –	Musket ball cartridges, 400; musket blank cartridges, 250; pistol ball cartridges, 209; pistol blank cartridges, 150; percussion caps, 1,200.	22 4 4	855 1 5	Assessed at 52 *l.*; lease expires in 1883, 1,200 *l.*	Value of ammunition not known. 5 *l.* allowed for men's cottages; included in rent-charge.
49 – –	About 7 *l.* - - - -	12 10 –	1,262 12 6	- - nil - -	
96 – –	6 10 –	8 6 8	766 13 4	No Government property, 24th September 1869.	
122 – –	10 – –	16 – –	(*s*)1,078 4 7	- - - -	Drill station for Coast Guard and Royal Naval Reserve.
32 – –	4 5 –	15 14 –	539 12 9	928 – –	
– 8 –	7 – –	28 15 –	718 15 5	1,500 – –	
36 15 –	7 10 –	52 3 4	796 6 6	1,000 – –	

(*g*) One officer and 14 men, including trained men and badge money.
(*h*) The chief boatman has charge of Ladran Detachment.
(*i*) Six in the summer months; seven in the winter months.
(*k*) Eleven in the summer months; 10 in the winter months.
(*l*) Chief officer (rent and income tax deducted), 98 *l.* 4 *s.* 4½ *d.*; three chief boatmen, 136 *l.* 17 *s.* 6 *d.*; one divisional carpenter, 54 *l.* 15 *s.*; eight commissioned boatmen, 325 *l.* 9 *s.* 2 *d.*; five boatmen, 179 *l.* 9 *s.* 2 *d.*
(*m*) Subsistence, one commissioned officer and 17 men, 438 *l.*; fuel and stationery, 7 *l.* 10 *s.*

(*n*) Victualling, badges, trained men, coals and candles.
(*o*) One watchman during the day by turns, the remainder of the crew doing night duty.
(*p*) Officer and crew, 413 *l.* 9 *s.* 2 *d.*; inspecting commander, 365 *l.*
(*q*) Officer and crew, 216 *l.* 6 *s.* 8 *d.*; inspecting commander, 199 *l.* 6 *s.* 8 *d.*
(*r*) One gunnery instructor, and two seamen gunners at drill battery.
(*s*) A field lately purchased by the Admiralty from Mrs. Hogg, but not let; occupied by buildings; value 400 *l.*

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME of STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
						£. s. d.	£. s. d.
ENGLAND—*continued.*							
SALCOMBE DIVISION:							
Prawle	Salcombe	1 chief boatman in charge.	8; 4 commissioned boatmen, 4 boatmen.	2 and officer.	6 and 1 officer.	301 1 4	276 – 6
Rickham	Salcombe	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2 and officer.	7 and 1 officer and 1 chief boatman.	559 3 6	243 6 8
Salcombe	Salcombe	1 inspecting commander, 1 chief boatman in charge.	12; 1 chief boatman, 1 divisional carpenter, 4 commissioned boatmen, 5 boatmen, 1 mounted guard.	2 and officer	8 and 1 officer and 1 chief boatman.	866 17 6	583 10 –
Hope Cove Detachment, Bolt Head.	Salcombe	1 chief officer, 2nd class, 1 chief boatman in charge.	13; 1 chief boatman, 5 commissioned boatmen, 7 boatmen.	2 and officer.	(*a*) 13	627 9 2	381 14 7
Challaboro Detachment, Bantham.	Plymouth	1 staff commander	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2 and officer.	6 and 1 officer and 1 chief boatman.	508 10 6	243 6 8
Mothecombe Detachment, Kingston.	Plymouth	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2 and officer.	8 and 1 officer and 1 chief boatman.	472 19 7	260 6 8
PLYMOUTH DIVISION:							
Yealm	Plymouth	1 chief officer, 2nd class.	5; 2 commissioned boatmen, 3 boatmen.	(*b*) 2	(*c*) 4	260 1 3	182 7 11
Noss Yealm	Plymouth	1 senior mate	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	(*d*) 6	384 14 5	150 9 2
Bovisand	Plymouth	1 navigating lieutenant.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	2	5	(*e*)305 16 3	(*f*)201 11 2
Mount Batten	Plymouth	1 chief officer, 2nd class.	10; 1 chief boatman, 4 commissioned boatmen, 5 boatmen.	(*g*) 3	(*h*) 7	443 2 1	323 4 4
Stonehouse Point	Plymouth	1 inspecting commander, 1 chief officer, 2nd class.	14; 1 chief boatman, 1 divisional carpenter, 5 commissioned boatmen, 6 boatmen, 1 mounted guard.	6	9	1,007 6 3	623 15 10
Cawsand Detachment, Polhawn Cove.	Plymouth	1 chief officer (civilian)	10; 1 chief boatman, 4 commissioned boatmen, 5 boatmen.	2	8	518 10 3	270 10 6
Portwrinkle	Plymouth	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	1	(*i*) 4	305 13 9	196 4 2
Downderry	Looe	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4 for patrolling duty.	392 7 6	7 10 – fuel and stationery.
Looe Detachment, Looe Island.	Fowey	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	1	7	(*k*)615 18 9	(*l*) 12 – –

(*a*) One officer, one chief boatman in charge, one chief boatman, and 10 men.
(*b*) One day watchman, and one day-duty man, who also does duty in second part of same night.
(*c*) And chief officer.
(*d*) Including chief officer and chief boatman.
(*e*) Including badge pay and trained men's pay. Officer's rent and income tax deducted.
(*f*) Subsistence, stationery, and fuel. Officer's income tax deducted.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
10 10 –	5 – –	Fuel, stores, travelling allowance, &c., and other items, 29 *l.* 5*s.* 6*d.*	621 17 4	900 – –	One boat.
24 10 –	5 – –	Fuel, repairs, travelling expenses and other items, stores, 27 *l.*	859 – 2	1,400 – –	Drilling battery attached. Expenses not included. One boat.
107 5 6	5 – –	Stores, fuel, repairs, travelling expenses, and other items, 25 *l.* 14 *s.* 1 *d.*	* 1,588 7 1	– – nil – –	* Pay and allowance of inspecting commander, 547 *l.*, included. Three boats.
92 10 –	5 – –	Stores, fuel, repairs, travelling expenses, new life whale boat and fittings, 108 *l.* 7 *s.* 7½ *d.*†	1,215 1 4½	400 – –	† The cost of the new boat and fittings, 71 *l.* Three boats.
40 5 –	5 – –	Stores, fuel, repairs, &c., 26 *l.*	823 2 2	Held on lease till 1883. Value, 1,020 *l.*	Two boats.
31 – 8	5 – –	Stores, fuel, travelling expenses, &c., 19 *l.* 17 *s.* 6 *d.*	789 4 5	870 – –	No repair during 1868. Two boats.
4 17 6	– 16 10	22 14 10¾	470 18 4¾	1,070 – –	The 60 years' lease of the above property expires 1882.
37 *l.* for men's houses and watch-house included.	Ball and blank, 700, including rifle and pistol.	Contractor's stores, 7 *l.* 5 *s.* 9½ *d.*	580 9 3½	Not Government property.	The length of coast to guard from smuggling, and saving life and property, is from 7 to 8 miles.
2 *l.* 19 *s.* rent and taxes	1 1 6	Casual repairs and stores supplied, 12 *l.* 18 *s.* 6 *d.*	524 6 5	1,220 – –	
Cottages the property of the Crown. Ground held on lease, rent 7 *l.* per annum.	Rifle ball cartridges, 200; pistol ball, 20; caps, 260.	Poor rate, 5 *l.* 19 *s.* 5¾ *d.*; stores, new boat, fuel, sweep, 33 *l.* 18 *s.*	806 12 5¾	800 – –	Boarding stations, close to the Custom-house at Plymouth. Vessels boarded by the coast guard and Custom-house authorities. Cottages in a very dilapidated state.
28 – –	2 2 1½	619 10 1	2,280 14 3½	4,600 – –	
21 10 –	1 8 –	37 – 2¼	848 18 11¼	1,100 – –	
8 *l.* 10 *s.* per annum, for hire of one cottage.	1 13 5	‡ 147 3 –	659 4 4	Government property, 820 *l.*	‡ This includes erection of new boat-house in 1868, together with ground-rent, and gardens attached to cottages, repairs to latter, rates, taxes, &c.
– – nil – –	Ball cartridge, 240; blank cartridge, 97; pistol ball, 120; pistol blank, 55; percussion caps, 720.	For repairs of buildings, caused by the violence of the weather, sweeping chimneys, and lime and brushes, 10 *l.*; stores, 7 *l.* 15 *s.*	417 18 8	1,095 – –	No repairs to buildings during the year 1868.
50 *l.* 2 *s.* 6 *d.*, watch-house and houses hired by the Crown.	Rifle ball, 40; rifle blank, 25; pistol ball, sea service, 20; pistol blank, sea service, 15; percussion caps, pistol, sea service.	10 – –	With ammunition and stores, 700 *l.*	—	

(*g*) One day watchman, two men in guard boat, being a boarding station.

(*h*) Six men, and chief boatman; boarding at uncertain hours.

(*i*) Chief officer and chief boatman, visiting patrols.

(*k*) Second class chief officer, 133 *l.* 16 *s.* 8 *d.*; chief boatman, 68 *l.* 8 *s.* 9 *d.*; three commissioned boatmen, 182 *l.* 10 *s.*; four boatmen, 231 *l.* 3 *s.* 4 *d.*

(*l*) Fuel, 11 *l.* 10 *s.*; stationery, 10 *s.*

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
ENGLAND—*continued.*							
FOWEY DIVISION:						£. s. d.	£. s. d.
Polperro - - - - Detachment, Lantivett.	Fowey - -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	7	441 10 6	264 6 8
Fowey - - - -	Fowey - -	1 chief officer, 2nd class.	12; 1 chief boatman, 1 divisional carpenter, 4 commissioned boatmen, 5 boatmen, 1 mounted guard.	3 regularly engaged; occasionally 6.	8, when not engaged on day duty.	1,012 17 6	499 6 6
Polkerris - - - - Detachment, Par.	Fowey - -	1 chief officer, 2nd class.	8; 2 chief boatmen, 3 commissioned boatmen, 3 boatmen.	2	6	416 14 2	219 - -
Porthpean - - - - Detachment, Garron Hill.	Fowey - -	1 chief officer, navigating lieutenant.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	2	5	444 1 8	214 13 4
Mevagissey - - - - Detachment, Pentuan.	Fowey - -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	7	445 8 9	253 6 8
Gorran Haven - - - Detachments, Greeb, Deadman.	Fowey - -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	7	448 12 11	243 6 8
Portloe - - - - Detachment, Carhayes.	Falmouth -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	1	8	471 9 2	224 - -
Gerrans Bay - - - Detachment, Carne.	Falmouth -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	1	8	469 18 9	224 - -
FALMOUTH DIVISION:							
St. Mawes - - - - Detachments, St. Just, Restronguet, King Harry.	Falmouth -	1 chief officer, 2nd class.	17; 1 chief boatman, 6 commissioned boatmen, 8 boatmen, 1 chief quartermaster, 1 leading stoker.	8	9	622 17 11	411 16 3
Falmouth - - - - Detachment, Pendennis.	Falmouth -	1 inspecting commander, 1 chief officer, 2nd class.	15; 2 chief boatmen, 1 divisional carpenter, 5 commissioned boatmen, 6 boatmen, 1 mounted guard.	(*a*) 5	10	1,110 2 1	564 6 8
Porthillic - - - - Detachments, Mainporth, Gillan.	Falmouth -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	3	6	444 1 8	249 4 2
Coverack - - - - Detachments, Rosenithan, Porthallow, Porthowstock.	Falmouth -	1 chief officer, 2nd class.	11; 1 chief boatman, 4 commissioned boatmen, 6 boatmen.	4 1 at main station; 1 at each detachment.	7 4 at main station; 1 at each detachment.	476 - 5	343 19 10 Subsistence, badges, gunnery, trained men, fuel, stationery, and salary.

(*a*) Two day boarders, one watchman, one gunnery instructor, and one divisional carpenter.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
47 9 -	6 *l.* 1 *s.* 7 *d.* Supplied from War Office:— 4-lb. charges, 27; rifle ball, 406; rifle blank, 350; pistol ball, 200; pistol blank, 135; percussion caps, 400.	29 11 4	788 19 1	Watchroom at Lantivett and look-out house at Polperro, 90 *l.*	
62 17 6	8 *l.* 1 *s.* 6 *d.* Supplied from War Department:— 4-lb. charges, 33; rifle ball, 440; rifle blank, 275; pistol ball, 220; pistol blank, 165; percussion caps, 400.	62 3 4	1,645 6 4	A look-out house, value 190 *l.*	
55 1 -	5 *l.* 11 *s.* 7 *d.* Supplied from War Department:—4-lb. charges, 24; shot, 24; rifle ball, 320; rifle blank, 200; pistol ball, 160; pistol blank, 20; caps, 480.	24 - -	720 6 9	Officer's cottage and look-out house, 190 *l.*	
29 15 -	4 *l.* 10 *s.* 5 *d.* Supplied from War Department:—4-lb. charges, 21; shot, 21; rifle ball, 280; rifle blank, 175; pistol ball, 140; pistol blank, 105; caps, 420.	20 6 -	713 6 5	- - nil.	
70 - -	4 *l.* 17 *s.* 3 *d.* Supplied from War Department:— 4-lb. charges, 27; 32-lb. shot, 27; rifle ball, 360; rifle blank, 225; pistol ball cartridges, 200; pistol blank cartridges, 135; percussion caps, 400.	21 15 8	795 8 4	50 - -	
2 16 -	5 *l.* 13 *s.* 10 *d.* Supplied from War Department:— 4-lb. charges, 27; 32 lb. shot, 27; rifle ball, 360; rifle blank, 225; pistol ball cartridges, 200; pistol blank cartridges, 135; percussion caps, 400.	94 - 8	794 10 1	New buildings, 3,800 *l.*	
107 10 -	5 *l.* 12 *s.* 10 *d.* Supplied from War Department:—4-lb. charges, 27; 32-lb. shot, 27; rifle ball, 360; rifle blank, 225; pistol ball cartridges, 200; pistol blank cartridges, 135; percussion caps, 400.	21 8 3	830 - 3	1,450 - -	
91 10 -	5 *l.* 18 *s.* 6 *d.* Supplied from War Department:— 4-lb. charges, 27; 32-lb. shot, 27; rifle ball, 360; rifle blank, 225; pistol ball cartridges, 200; pistol blank cartridges, 135; percussion caps, 400.	20 4 4	811 11 7	- - nil.	
129 15 -	2 2 -	107 7 8	1,273 18 10	- - nil - -	A chief quartermaster and leading stoker; also stores for steam pinnace included in column "Other Charges."
148 - -	2 *l.* 14 *s.* 8 *d.* Average, 4 *d.* per packet for ball and blank for rifle and pistol, and 4 *s.* per 1,000 caps.	22 15 -	1,847 18 5	800 - -	
54 10 -	1 6 -	26 8 10	775 10 8	Leasehold property -	Buildings at main station, leasehold property; detachments, annually by agreement.
Ground rent for watch-house, boat house, and flag staff, 3 *l.* 4 *s.*; houses for fleet men, 56 *l.* 10 *s.*	1 *l.* 7 *s.* 4 *d.* Rifle ball, 350; rifle blank, 150; pistol ball, 160; pistol blank, 40; caps, 859.	General stores purchased for station, 9 *l.* 6 *s.* 2 *d.*; senior gunner's travelling and subsistence allowance for drilling out-stations, 2 *l.* 1 *s.*; cleansing cesspit and sweeping chimneys, 16 *s.* 6 *d.*	893 5 3	250 - -	

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
ENGLAND—*continued.*							
FALMOUTH DIVISION—*continued.*						£. s. d.	£. s. d.
Cadgwith - - - - Detachments, Land-kiddon, Lizard.	Falmouth -	1 chief officer, formerly mate of revenue cruiser.	11; 1 chief boatman, 4 commissioned boatmen, 6 boatmen.	2	9	413 13 4	351 9 7
Porthleven - - - - Detachments, Mullion, Gunwalloe.	Penzance -	1 chief officer, 2nd class.	12; 2 chief boatmen, 5 commissioned boatmen, 5 boatmen.	2	10	577 3 7	282 13 4
PENZANCE DIVISION:							
Prussia Cove - - -	Penzance -	1 chief boatman in charge.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	1	5 including officer.	200 16 –	199 4 7
Penzance - - - - Detachment, Marazion.	Penzance -	1 lieutenant - -	10; 1 chief boatman, 3 commissioned boatmen, 1 divisional carpenter, 4 boatmen, 1 mounted guard.	4	6	879 – 10	529 9 –
Mousehole - - - - Detachment, Pemberth Cove.	Penzance -	1 navigating lieutenant.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	1	8	544 13 9	153 15 –
Sennen Cove - - - Detachment, St. Just.	Penzance -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	3	6	392 7 6	293 8 –
Pendeen Cove - - - Detachment, Zenor.	Penzance -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	7	463 17 1	236 5 –
St. Ives - - - - - Detachment, Hayle Harbour.	Hayle - -	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	(*a*) 1	(*a*) 4	363 8 9	269 4 –
SCILLY DIVISION:							
St. Mary's - - - -	St. Mary's -	1 inspecting staff commander.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	4	538 7 11 pay, badges, and pay for trained men included.	179 16 8 provisions, stationery, and fuel.
St. Agnes - - - -	St. Mary's -	- - nil - -	4; 1 chief boatman, 1 commissioned boatman, 2 boatmen.	1	3	209 17 6 pay, badges, and pay for trained men included.	78 – – provisions, stationery, and fuel.
Tresco - - - - - Detachments, St. Martin's and Bryher.	St. Mary's -	1 chief boatman in charge.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	7	485 2 11 pay, badges, and pay for trained men included.	182 6 8 provisions, stationery, and fuel.
ST. AGNES DIVISION:							
Portreath - - - - Detachment, Gwithian.	Hayle - -	1 chief boatman in charge.	7; 3 commissioned boatmen, 4 boatmen.	1	7	503 18 3	About 40 per cent. of the sums entered in the preceding column, which includes both Pay and Allowances.
St. Agnes - - - - Detachment, Holywell.	Truro - -	1 inspecting staff commander.	8; 1 chief boatman, 4 commissioned boatmen, 3 boatmen.	2	6	825 10 11	
PADSTOW DIVISION:							
Newquay - - - - Detachment, Mawgan Porth.	Newquay -	1 chief officer, 2nd class.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	2	5	568 6 6	
Padstow - - - - Detachment, Port Isaac.	Padstow -	1 inspecting chief officer (civilian).	12; 2 chief boatmen, 5 commissioned boatmen, 5 boatmen.	4	8	1,485 18 10	
Bude - - - - - Detachment, Boscastle.	Bideford -	1 chief boatman in charge.	6; 1 chief boatman, 3 commissioned boatmen, 2 boatmen.	2	5	460 16 3	

(*a*) Three engaged boarding by day and night.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
For watch-house, watch-room at Land-kiddon detachment, flag-staff, nine cottages, and rent for two men not residing in Government quarters, 80 *l.* 1 *s.*	1 *l.* 7 *s.* 4 *d.* Rifle ball, 400; rifle blank, 300; pistol, 140; caps, 900.	Stationery, fuel, expenses for summer cruise, expenses at gun drill, lodgings, sweeping chimney, stores, and repairing two cottages belonging to Horton Davey, for which the Crown is liable, 25 *l.* 11 *s.* 6 *d.*	872 2 9	350 – –	
50 4 –	3 15 10	18 18 9	932 15 6	2,600 – –	Length of station and two detachments, 16½ miles 172 yards.
30 – –	6 – –	25 – –	461 – 7	Government, 1,350 *l.*	
87 15 –	9 – –	20 – –	1,525 4 10	Not Government property.	
Main station, 61 *l.*; for detachment, 14 *l.*	9 – –	15 – –	778 8 9	150 – –	
19 2 –	10 – –	16 18 –	731 15 6	1,400 – –	
Ground-rent for station and detachment, 9 *l.*; boathouse, 12 *l.*	10 – –	Stores, 6 *l.* 1 *s.* 3 *d.*; sweeping chimneys at station and detachment, and other incidental expenses, 7 *l.* 11 *s.* 9 *d.*	744 15 1	Government, 2,800 *l.*	
76 15 –	9 – –	Fuel, stores, and tradesmen's bills, 17 *l.* 11 *s.* 6 *d.*	735 19 3	80 – –	
– – nil – –	1 *l.* 13 *s.* 8½ *d.* Rifle ball cartridges, 280; rifle blank cartridges, 175; pistol ball cartridges, 140; pistol blank cartridges, 105; percussion caps, 840.	Repairs, 6 *l.* 13 *s.* 6 *d.*; stores for general purposes, 11 *l.* 3 *s.* 5 *d.*	736 15 2½	1,400 – –	
17 16 –	13 *s.* 4¼ *d.* Rifle ball cartridges, 160; rifle blank cartridges, 100; pistol ball cartridges, 80; pistol blank cartridges, 50; percussion caps, 480.	New boat, 15 *l.* 6 *s.*; stores for general purposes, 14 *l.* 3 *s.* 1 *d.*	336 5 11¼	300 – –	
47 16 –	1 *l.* 10 *s.* 4½ *d.* Rifle ball cartridges, 360; rifle blank cartridges, 225; pistol ball cartridges, 180; pistol blank cartridges, 135; purcussion caps, 1,080.	New boat, 12 *l.*; stores for general purposes, 14 *l.* 17 *s.* 10 *d.*; repairs to boat, 7 *l.* 14 *s.* 2 *d.*; repairs to station, 12 *s.* 6 *d.*	752 – 5½	500 – –	
63 10 –	– – – – – –	22 5 7	– –	– – Nil.	
51 6 –	– – – – – –	23 15 11	– –	1,120 – –	Houses for men, Government-built, at ground-rent of 20 *l.* per annum. Lease 60 years from 25 March 1825. Value not known. Leasehold property, 21 years from 1856.
51 10 –	– – – – – –	19 6 10			
61 – –	– – – – – –	65 3 7 (including new boat).	– –	220 – –	Boat and watch-house held on lease. Ground-rent, 1 *l.* per annum. Lease, 30 years from 30 August 1850.
46 – –	– – – – – –	28 19 5	– –	1,280 – –	Government property at detachment, assessed at 19 *l.* per annum, poor rates, &c.

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
ENGLAND—*continued.*						£. s. d.	£. s. d.
BARNSTAPLE DIVISION:							
Clovelly - - - - Detachments, Hartland Quay, Shipload Bay, Peppercombe.	Bideford -	1 chief officer, 2nd class.	9; 1 chief boatmen, 4 commissioned boatmen, 4 boatmen.	2	7	694 18 4	About 40 per cent. of the sums entered in the preceding column, which includes both Pay and Allowances.
Appledore - - - -	Appledore -	1 chief boatman in charge.	3; 1 commissioned boatman, 2 boatmen.	2	1	272 2 5	
Ilfracombe - - - - Detachments, Croyde, Combe Martin.	Ilfracombe -	1 inspecting lieutenant.	7; 2 chief boatmen, 3 commissioned boatmen, 2 boatmen.	3	4	742 3 9	
Lynmouth - - - - Detachment, Martinhoe.	Barnstaple -	1 chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	1	4	447 2 6	
BRIDGEWATER DIVISION:							
Minehead - - - - Detachment, Porlock.	Bridgewater -	1 chief officer, 2nd class.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	3	6	510 12 1	
Watchet - - - - Detachment, Littlestoke.	Watchet -	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	2	3	386 5 10	
Weston-super-Mare - - Detachments, Benow, Uphill.	Bristol - -	1 inspecting lieutenant.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	3	5	692 9 2	
Weeke River - - -	Bristol - -	1 chief boatman in charge.	2; 1 commissioned boatman, 1 boatman.	1	1	205 6 3	
SWANSEA DIVISION:							
Penarth - - - - Detachment, Barry.	Cardiff - -	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	4	4	619 - -	
Porthcawl - - - -	Porthcawl -	- - -	3; 1 chief boatman, 2 boatmen.	1	2	191 10 10	
Mumbles - - - - Detachment, Oxwich.	Swansea -	1 inspecting commander, 1 navigating lieutenant	9; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 4 boatmen.	9	4	1,319 10 10	
Pembrey, or Burry Port -	Burry Port -	1 chief boatman in charge.	6; 3 commissioned boatmen, 3 boatmen.	3	2	462 4 7	
MILFORD DIVISION:							
Tenby - - - - Detachments, Saundersfoot, Freshwater East.	Tenby - -	1 lieutenant - -	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	3	6	717 12 7	
Pembroke Dock - - - Detachment, Castle Tank.	Pembroke Dock	1 chief officer, 2nd class.	11; 1 chief boatman, 5 commissioned boatmen, 5 boatmen.	2	10	799 19 2	
Goodwick - - - - Detachment, Newport.	Cardigan -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	3	8	810 12 1	
St. Dogmael's - - - Detachments, Aberporth, Cwbyr.	Cardigan -	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	2	8	831 10 10	
Newquay - - - - Detachment, Llangranog.	Cardigan -	1 chief officer, 2nd class.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	1	6	537 12 -	

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
17 10 –	- - - - - -	27 2 –	-	2,700 – –	
52 – –	- - - - - -	– 15 6	- -	- - Nil.	
83 10 –	- - - - - -	17 3 1	- -	- - Nil.	
60 10 –	- - - - - -	4 – –	-	- - Nil.	
48 17 –	- - - - - -	3 3 7	- -	- - Nil.	
65 – –	- - - - - -	11 5 –	- -	- - Nil.	
92 2 –	- - - - - -	3 – –	- -	- - Nil.	
22 – –	- - - - - -	2 17 6	- -	- - Nil.	
32 – –	- - - - - -	8 – –	- -	2,600 – –	Property held under lease for 95 years from 1856.
29 – –	- - - - - -	2 10 –	- -	- - Nil.	
28 – –	- - - - - -	15 – –	-	2,100 – –	Being 20 years' purchase at 50 *l.* per annum.
58 – –	- - - - - -	12 – –	- -	- - Nil.	
72 5 –	- - - - - -	13 – –	- -	300 – –	Watch-house and house occupied by chief boatman.
89 10 –	- - - - - -	14 5 11	- -	540 – –	Government property, belonging to War Department, for which 20 *l.* per annum is paid by Admiralty.
92 10 –	- - - - - -	12 – –	- -	- - Nil.	
21 – –	- - - - - -	5 – –	- -	300 – –	
43 9 –	- - - - - -	22 13 7	- -	300 – –	

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
ENGLAND—*continued.*						£. s. d.	
BANGOR DIVISION:						Including allowances.	£. s. d.
Caernarvon	Caernarvon	1 chief officer, 2nd class.	5; 1 chief boatman, 1 commissioned boatman, 3 boatmen.	3	2	463 9 4	About 40 per cent. of the sums entered in the preceding column, which includes both Pay and Allowances.
Holyhead	Holyhead	1 chief officer, 2nd class.	6; 1 chief boatman, 3 commissioned boatmen, 2 boatmen.	2	4	509 5 10	
Amlwch	Amlwch	-	4; 1 chief boatman, 2 commissioned boatmen, 1 boatman.	1	3	256 15 –	
Bangor Detachment, Beaumaris.	Bangor	1 chief officer, 2nd class.	6; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 2 boatmen.	3	3	566 13 –	
Conway	Beaumaris	-	3; 1 commissioned boatman, 2 boatmen.	1	1	184 16 5	
Rhyl	Chester	1 chief officer, 2nd class.	4; 1 chief boatman, 1 commissioned boatman, 2 boatmen.	2	3	395 15 1	
CHESTER DIVISION:							
Hoylake Detachments, New Brighton, Parkgate.	Liverpool	1 lieutenant	12; 1 chief boatman, 1 divisional carpenter, 5 commissioned boatmen, 5 boatmen.	4	8	978 4 10	
Waterloo	Liverpool	1 chief officer, 2nd class.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	2	6	589 17 3	
FLEETWOOD DIVISION:							
Lytham	Preston	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	290 6 11	
*Fleetwood Detachment, Piel Island.	Fleetwood	1 inspecting chief officer (civilian).	3; 1 divisional carpenter, 2 boatmen.	3	5	712 8 7	
*Whitehaven	Whitehaven	1 chief officer, 2nd class.	2; 1 commissioned boatman, 1 boatman (gunnery instructors for Naval Reserve).	3	- -	307 15 6	
*Maryport	Maryport	1 chief officer, 2nd class.	2; 1 commissioned boatman, 1 boatman (gunnery instructors for Naval Reserve).	2	- -	299 4 8	
Carsethorne	Dumfries	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	5	4	328 13 2	
*Douglas, Isle of Man	Douglas	Nil	1 gunnery instructor (for Naval Reserve).	1	- -	113 10 4	

* Royal Naval Reserve Drill Station only.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
69 3 9	- - - - - -	18 16 4	- -	300 - -	Royal Naval Reserve battery.
- - Nil - -	- - - - - -	33 11 11	- -	2,800 - -	
35 11 -	- - - - - -	23 6 2	- -	- - Nil.	
32 - 3	- - - - - -	23 12 1	- -	2,400 - -	Royal Naval Reserve battery.
45 - -	- - - - - -	5 15 7	- -	- - Nil.	
68 - -	- - - - - -	25 10 -	- -	- - Nil.	
101 10 -	- - - - - -	119 10 7	- -	2,700 - -	The buildings at Hoylake are Government property, on which there is a nominal ground-rent.
- 1 3	- - - - - -	24 17 1	- -	2,400 - -	
51 18 3	- - - - - -	8 17 11	- -	- - Nil.	
74 12 -	- - - - - -	68 5 9	- -	3,200 - -	
47 2 -	- - - - - -	28 2 6	- -	- - Nil.	
48 2 -	- - - - - -	14 4 1	- -	- - Nil.	
13 - -	- - - - - -	17 5 -	- -	About 1,700 *l.* - -	Boarding station; station abolished October 1868.
45 6 -	- - - - - -	19 3 10	- -	- - Nil.	

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

II.—SCOTLAND.

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
LEITH DIVISION:						£. s. d.	£. s. d.
Redheugh	Leith	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	239 19 11	153 18 –
Dunbar	Leith	1 chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	1	4	310 9 6	153 18 –
North Berwick	Leith	1 chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	1	4	299 14 1	152 11 4
North Queensferry – Detachment, Burntisland.	Inverkeithing	1 chief officer, 2nd class.	9; 1 chief boatman, 1 divisional carpenter, 4 commissioned boatmen, 3 boatmen,	7	2	511 13 – deducting rent and income-tax.	(a)255 11 8
ELIE DIVISION:							
Elie – Detachments, Anstruther, Fifeness.	Kirkcaldy	1 chief boatman in charge.	7; 3 commissioned boatmen, 4 boatmen.	2	5	279 – –	(b)179 6 8
St. Andrew's	Dundee	1 inspecting lieutenant.	5: 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	2	4	395 10 1 deducting rent and income-tax.	(c)283 1 –
MONTROSE DIVISION:							
Westhaven – Detachment, Elliot Water.	Arbroath	1 chief officer, 2nd class.	5; 1 chief boatman, 1 commissioned boatman, 3 boatmen.	2	4, and chief officer.	305 13 9	158 – –
Auchmithie – Detachment, Redcastle.	Arbroath	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	5, and chief officer.	333 1 3	182 11 8
Uzon – Detachment, Montrose.	Montrose	1 chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	2	5, and chief officer.	330 10 1	184 1 8
Johnshaven – Detachment, Gourdon.	Montrose	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatman, 3 boatmen.	1	4, and chief officer.	295 – 10	154 10 10
Katerline – Detachment, Stonehaven.	Stonehaven	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	4, and chief officer.	340 1 6	182 16 –
ABERDEEN DIVISION:							
Muchals	Stonehaven	1 chief officer, 2nd class.	4; 1 chief boatman, 1 commissioned boatman, 2 boatmen.	2	3	381 14 7	7 10 – fuel 7 *l.*, stationery, 10 *s.*
Cove Bay	Aberdeen	1 chief officer, 2nd class.	5; 1 chief boatman, 1 commissioned boatman, 3 boatmen.	1	4	439 7 5	7 – –
Bridge of Don – Detachment, Belhelvie.	Aberdeen	1 chief officer, staff commander.	7; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 3 boatmen.	2	5	658 2 1	11 14 6
Collieston	Peterhead	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	331 8 4	– 7 10
Peterhead	Peterhead	1 chief officer, 2nd class.	4; 1 chief boatman, 1 commissioned boatman, 2 boatmen.	1	3	381 14 7	7 10 –

(*a*) 12 *l.* 5 *s.*, including stationery and fuel; provisions, 243 *l.* 6 *s.* 8 *d.* (*b*) Stationery and fuel, 9 *l.*; provisions, 170 *l.* 6 *s.* 8 *d.*

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

II.—SCOTLAND.

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
5 - -	- 18 -	36 2 5	435 18 4	1,000 - -	
42 3 4	1 11 7	37 14 1	545 16 6	- - nil - -	
72 19 10	1 11 7	11 5 9	538 2 7	2,150 - -	
Ground-rent, Queensferry, 15*l.*; houses, Burntisland, 30*l.*	Rifle ball cartridge, 400; pistol ball, 160; pistol blank, 150; portfires, 2.	Postage, 3*l.* 10*s.* 6*d.*; repairs to buildings, 6*l.* 13*s.* 6*d.*; annual stores, 8*l.* 15*s.*; sweeps, 1*l.* 12*s.* 9*d.*; medical attendance, 10*l.* 10*s.* 6*d.*; lime and brushes, 15*s.*	844 1 2 without ammunition.	1,620 - -	
64 4 - including detachments.	Rifle ball cartridge, 280; pistol ball, 105; pistol blank, 60; portfires, 14; long lights, 2.	Annual stores, 5*l.*; postage, 2*l.* 9*s.* 8*d.*; signal flags, 7*l.* 5*s.*; sweeps, 9*s.*; medical, 4*l.*; furniture, watchhouse, 2*l.* 10*s.*; water barriers, &c., for boats, 2*l.* 10*s.*; lime, 5*s.* 6*d.*	546 19 10 without ammunition.	Not Government property.	
10 10 -	Rifle ball cartridge, 280; pistol ball, 105; pistol blank, 60.	Repairs and alterations to buildings, 65*l.* 4*s.* 9*d.*; annual stores, 19*l.* 2*s.* 9*d.*; postage, 4*l.* 19*s.* 3*d.*; furniture, 2*l.* 9*s.* 3*d.*; travelling expenses, 3*l.* 4*s.* 9*d.*; sweep's bill, 1*l.* 10*s.*; medical, 5*l.* 2*s.*; taxes, 3*l.* 10*s.*	794 3 10 without ammunition.	2,500 - -	
41 - -	2 18 8	9 2 -	516 14 5	- - nil - -	Naval Reserve Battery.
21 9 -	1 9 9½	6 - -	544 11 8	1,720 - -	
54 10 -	1 7 5½	12 13 8	583 2 10½	480 - -	
51 6 -	- 16 9	18 12 6	520 6 11	- - nil.	
38 - -	1 - -	54 18 7	616 16 1	1,550 - -	
20*l.* ground-rent, 6*s.* 8*d.* public burden.	- 17 8	13*l.* 15*s.* 9*d.*, stores; 51*l.* 5*s.*, repairs.	475 9 8	1,600 - -	
Ground-rent, 17*l.* 12*s.* -	1 17 6	General stores, furniture, &c., 6*l.* 13*s.* 7*d.*	472 10 6	1,450 - -	
20 10 -	2 4 6	12 4 6	704 15 7	Belhelvie detachment, 2,250*l.*	
18 7 6	- 18 -	6 10 -	357 11 8	1,400 - -	
28 - -	- 18 6	30 8 4	448 11 5	- - nil - -	Naval Reserve Battery.

(*c*) 112*l.* 15*s.*, including visiting money, fuel and stationery; provisions, 170*l.* 6*s.*

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay. £. s. d.	Allowances. £. s. d.
SCOTLAND—*continued.*							
ATTACHED TO ABERDEEN DIVISION:							
Lerwick, Shetland Isles	Lerwick	1 chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, and 2 boatmen.	1 Boarding station.	5 Boarding and rowing guard.	270 14 2	(*a*)183 10 8
FRASERBURGH DIVISION:							
Rattray Head	Midway between Peterhead and Fraserburgh.	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	321 17 4	(*b*) 7 10 –
Fraserburgh Detachments, Rosehearty, Combs.	Leaport	1 inspecting navigating lieutenant.	8; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 3 boatmen.	(*c*) 3	7 including detachments.	590 18 4	(*d*)135 10 –
Pennant Detachments, Aberdour Gardenstown.	Midway between Fraserburgh and Banff.	1 chief boatman in charge.	5; 3 commissioned boatmen, 2 boatmen.	(*e*) 3	2	387 17 4	(*f*) 7 10 –
BANFF DIVISION:							
Banff	Banff	2; 1 inspecting commander, 1 chief officer, 2nd class.	5; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 1 boatman.	2	4	640 4 –	372 15 8 including inspecting commander's horse allowance.
Portsoy	Banff	1 chief boatman in charge.	4; 1 commissioned boatman, 3 boatmen.	1	3	202 3 –	131 8 6
Buckie	Banff	1 chief boatman in charge.	4; 1 commissioned boatman, 3 boatmen.	1	4	176 18 –	161 8 9
Lossiemouth Detachment, Speymouth.	Inverness	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	5	300 8 6	218 5 7
Burghead	Inverness	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	2	4	176 19 –	160 – –
CROMARTY DIVISION:							
Cromarty Detachments, South Kessock. Portmahomack	Cromarty South Kessock.	2; 1 inspecting chief officer (civilian), 1 chief boatman in charge.	9; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 4 boatmen (and 4 extra men, 4½ months in summer.)	(*g*) 10	(*h*) 10	585 13 5	(*i*)357 11 9½
GREENOCK DIVISION:							
Gourock	Greenock	1 chief boatman in charge.	7; 4 commissioned boatmen, and 3 boatmen.	2	6	370 – –	206 18 4
Lamlash	Ardrossan	2; 1 inspecting commander, 1 chief officer, 2nd class.	5; 1 chief boatman, 1 divisional carpenter, 1 commissioned boatman, 2 boatmen.	5 Boarding station.	4 Boarding station.	675 5 –	392 10 –
Ardrossan Detachment, Largs.	Ardrossan	1 chief boatman in charge.	7; 1 chief boatman, 3 commissioned boatmen, and 3 boatmen.	2	5	325 9 2	215 5 4

(*a*) Victualling, 146 *l.*; gunnery pay (4 seamen gunners), 24 *l.* 6*s.* 8 *d.*; gunnery instructors, 4 *s.*; special allowances for high price of provisions, &c., 13 *l.*
(*b*) Stationery, 10 *s.*; fuel for watch-house, 7 *l.*
(*c*) Including detachments, all when necessary being a boarding station.
(*d*) Drill officer, 128 *l.* 10 *s.*; fuel for watch-house, 7 *l.*
(*e*) Including detachments. These men for night duty also, if required.
(*f*) Stationery, 10 *s.*; fuel for watch-house, 7 *l.*

December 1868; together with the Number and Rating of Officers and Men engaged in the Ser rice—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Crew residing in War Department property, Fort Charlotte.	Rifle blank, 50; pistol blank, 40; rockets, 6.	Stores, 6 *l.* 4 *s.* -½ *d.*	460 18 10½	800 - -	This is also a drill station for exercise of the Royal Naval Reserve belonging to the islands.
One house let to Coast Guard pensioner for 2 *l.* 10 *s.*	Ball cartridges, 260; blank cartridges, 170; caps, 500.	Annual stores, &c., 25 *l.*	357 17 -	1,000 - -	10 *l.* ground fees; lease 35 years, expiring 1884.
40 *l.*; no Government buildings. Rent for watch-house, 17 *l.*	Ball cartridges, all arms, 480; blank, 320; caps, 1,000.	Annual stores, &c., 50 *l.*	840 - -	3,200 - -	The government buildings here are new; in course of erection in 1868. Term, 99 years. Rent for the same, 10 *l.* 11 *s.* 6 *d.* per annum.
Three men, 15 *l.*, Gardenstown detached Pennant station; 2 houses rented by Crown (annual rental), 20 *l.*, occupied by 2 men; watch-houses and storehouses included.	Ball cartridges, 360; blank, 220; caps, 700.	Annual stores, &c., 25 *l.*	450 7 -	Not Government property.	
53 15 -	1 10 -	16 13 6	1,084 18 2	Not Government property.	
30 17 6	1 - -	12 19 2	378 8 2	Not Government property.	
40 17 -	1 - -	11 8 6	391 12 8	250 - -	
57 - -	1 10 -	12 17 2	590 1 3	Not Government property.	
54 - -	1 - -	26 *l.* 16 *s.* 4 *d.*, including a new boat and gear.	418 15 4	Not Government property.	
Inspecting chief officer's rent and taxes, 15 *l.* 10 *s.* 2 *d.*; crew, Cromarty, rent with watch-house, 62 *l.*; Kessock houses, watch-house, with taxes, 53 *l.* 2 *s.* 6 *d.*	Ball cartridges, Boxer's, 440; blank cartridges, Boxer's, 275; pistol ball, 80; pistol blank, 40.	Furniture, inspecting chief officer's house and office, 14 *l.* 10 *s.* 1 *d.*; stores and repairs, South Kessock and Cromarty, 17 *l.* 12 *s.* 2 *d.*	1,107 (*k*) 2 7½	Government property at Cromarty only, consisting of watch and boat house, wall, and flag staff, 300 *l.*	Inspecting chief officer pays 9 *l.* rent, not included in the 15 *l.* 10 *s.* 2 *d.*, which shows net sum paid by Crown.
69 17 8	3 13 4	7 18 3	658 7 7	300 *l.*; watch-house, store, boat house, boats and stores.	
40 - -	2 5 10	8 2 11	1,118 3 9	40 *l.*, boats and stores.	
66 5 4	4 - -	11 8 -	622 7 10	17 *l.*, boat and stores, and, if including rocket apparatus, 40 *l.* more.	

(*g*) Boarding stations, and four extra men for Portmahomack in summer.

(*h*) Boarding stations, and four extra men for Portmahomack in summer.

(*i*) Good Conduct Badges, 41 *l.* 5 *s.* 6 *d.*; provisions, 246 *l.* 14 *s.* 8 *d.*; trained men and seaman gunner, 19 *l.* 19 *s.* 8 *d.*; inspecting chief officer, moving duty, 42 *l.*; lodgings, 13 *s.* 11½ *d.*; Portmahomack, lodgings, 6 *l.* 18 *s.*

(*k*) Cromarty, 685 *l.* 9 *s.* 6½ *d.*; South Kessock, 331 *l.* 19 *s.* 1 *d.*; Portmahomack, 89 *l.* 14 *s.*

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
SCOTLAND—*continued.*							
STRANRAER DIVISION:						£. s. d.	£. s. d.
Stranraer - - - - Detachment, Cairnryan.	Stranraer -	1 inspecting chief officer (civilian); 1 chief boatman in charge.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	4	4 1 additional when patrols met.	794 6 8	229 5 -
Port Patrick - - -	Port Patrick -	1 chief boatman in charge.	4; 1 commissioned boatman, 3 boatmen.	2	2	306 - 10	22 16 8
Drumore - - - - Detachment, Port Logan.	Drumore -	1 chief officer, 2nd class.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	3	3	565 15 -	40 11 -

III.—IRELAND. - - - - - - - - -

BALLYCASTLE DIVISION:							
Portrush - - - - Detachments, Bannmouth and Port Stewart.	Belfast - -	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	3	5	421 19 10	220 14 -
Port Ballintrae - - -	Belfast - -	1 chief boatman in charge.	4; 1 commissioned boatman, 3 boatmen.	1	3	203 2 10	135 - 4
Port Ballintoy - - -	Belfast - -	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	204 2 5	159 16 -
Ballycastle - - - -	Belfast - -	1 inspecting commander, 1 chief boatman in charge.	6; 1 divisional carpenter, 2 commissioned boatmen, 3 boatmen.	1	5	665 17 7	414 6 10
Torr Head - - - -	Belfast - -	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	201 15 -	149 19 -
Cushendun - - - -	Belfast - -	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	233 19 5	156 19 3
Cushendall - - - -	Belfast - -	1 chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	1	4	321 13 8	160 11 1
CARRICKFERGUS DIVISION:							
Glenarm - - - - Detachment, Carnlough.	Belfast - -	1 chief officer - -	7; 3 commissioned boatmen, 4 boatmen.	2	5	330 18 11	201 7 10
Ballygally - - - -	Belfast - -	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	207 19 11	129 2 -
Larne - - - - - Detachment, Ballylig.	Belfast - -	1 chief officer, 2nd class.	9; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 5 boatmen.	4	5	482 15 11	232 18 2
Portmuck - - - - Detachments, Hill's Port and Brown's Bay.	Belfast - -	1 chief boatman in charge.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	4	454 10 5	210 13 5
Black Head - - -	Belfast - -	1 chief boatman in charge.	7; 3 commissioned boatmen, 4 boatmen.	2	5	235 8 11	176 8 7
Carrickfergus - - -	Belfast - -	1 inspecting commander, 1 chief officer.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	2	5	728 7 3	398 16 1
Whitehouse - - -	Belfast - -	1 chief officer, 2nd class.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	1	6	369 12 2	268 6 1
DONAGHADEE DIVISION:							
Cultra - - - - -	Belfast - -	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	207 8 -	129 19 -
Clandeboye - - - -	Belfast - -	1 chief boatman in charge.	7; 2 commissioned boatmen, 5 boatmen.	2	5	306 12 4	201 16 1
Bangor - - - - -	Belfast - -	1 chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	1	4	297 6 8	154 7 -

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued*.

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
43 2 –	Percussion caps, 785; rifle ball cartridges, 330; pistol ball cartridges, 170; blank cartridges, all arms, 200; Snider ball cartridges, 400; Snider blank cartridges, 250.	Stores, 8 *l.* 3 *s.* 2 *d.*; contingent account, 4 *l.* 14 *s.* 2 *d.*; sweeping chimneys, 1 *l.* 12 *s.*; repairs to boats, 1 *l.*	1,081 13 –	Boathouse at Cairnryan, 150 *l.*	Cost of sending men (the whole division) to Greenock for great gun drill, 4 *l.* 14 *s.* 9 *d.*
– – nil – –	Percussion caps, 380; rifle ball cartridges, 170; pistol ball cartridges, 70; Snider ball cartridges, 200; Snider blank cartridges, 100.	Stores, 1 *l.* 8 *s.* 7 *d.*; contingent account, 1 *l.* 7 *s.* 3 *d.*	331 13 4	Watch and boathouse, part of Admiralty property, under the conservancy of the Board of Trade, 200 *l.*	
17 *l.*, for chief boatman's house, watchhouse, and groundfeus.	Percussion caps, 400; rifle ball cartridges, 250; pistol ball cartridges, 60; blank cartridges, all arms, 100; Snider ball cartridges, 320; Snider blank cartridges, 200.	Contingent account, 1 *l.* 7 *s.*; repairs to boats, 15 *s.*; stores, 4 *l.* 11 *s.* 5 *d.*	629 19 5	Boathouse at Portlogan, D., 80 *l.*	

– – – – – – – – – III.—IRELAND.

90 13 8	2 6 3	45 12 7	781 6 4	1,400 – –
34 5 –	1 5 8	10 7 1	384 – 11	—
4 12 4	1 5 8	14 11 10	384 8 3	150 – –
24 12 4	1 16 –	67 14 8	1,174 7 5	2,250 – –
4 12 4	1 5 8	26 6 11	383 18 11	400 – –
47 11 6	1 10 10	22 10 9	462 11 9	—
12 12 –	1 10 10	31 17 3	528 4 10	300 – –
45 14 –	2 1 2	10 14 9	590 16 8	—
26 – –	1 5 8	7 9 7	371 17 2	400 – –
58 18 8	2 11 5	22 19 5	800 3 7	1,000 – –
27 – –	1 16 –	38 11 9	732 11 7	600 – –
15 10 8	2 1 2	9 11 2	439 – 6	—
46 – –	2 1 2	29 4 11	1,204 9 5	2,100 – –
75 – –	2 1 2	14 16 2	729 15 7	—
45 – –	1 5 8	14 16 8	398 9 4	—
55 – –	2 1 2	12 15 6	578 5 1	—
21 11 –	1 10 10	11 6 7	486 2 1	2,000 – –

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay. £. s. d.	Allowances. £. s. d.
IRELAND—*continued.*							
DONAGHADEE DIVISION—*continued.*							
Groomsport	Belfast	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	256 9 3	155 15 7
Orlock Hill	Belfast	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	240 19 –	159 9 –
Donaghadee	Belfast	1 inspecting commander, 1 chief officer.	8; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 4 boatmen.	1	6	788 15 1	423 3 5
Mellisle	Belfast	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	240 18 –	168 10 1
Roddens Detachments, Bur Point and Ballywalter.	Belfast	1 chief officer, 2nd class, 1 chief boatman in charge.	14; 2 chief boatmen, 5 commissioned boatmen, 7 boatmen.	3	12	703 15 11	406 1 2
Cloghy	Belfast	1 chief boatman in charge.	7; 3 commissioned boatmen, 4 boatmen.	1		332 11 –	181 19 4
STRANGFORD DIVISION:							
Tara	Belfast	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	4	350 19 5	170 15 5
Portaferry Detachment, Ballyquinton.	Belfast	1 chief boatman in charge.	5; 1 divisional carpenter, 2 commissioned boatmen, 2 boatmen.	1	4	259 – 6	152 13 2
Strangford	Belfast	1 inspecting lieutenant	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	2	5	454 10 8	272 2 5
Killard	Belfast	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	210 10 –	129 17 –
Gunn's Island	Belfast	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	207 18 –	132 5 4
NEWCASTLE DIVISION:							
Ardglass	Belfast	1 chief officer, 2nd class.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	4	6	373 11 6	204 16 2
Killough Detachment, St. John's Point.	Belfast	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	3	6	403 11 5	261 10 1
Tyrella	Belfast	1 chief boatman in charge.	6; 2 commissioned boatmen, 4 boatmen.	3	6	261 19 2	170 5 –
Dundrum	Belfast	1 lieutenant	4; 1 chief boatman, 1 commissioned boatman, 2 boatmen.	2	3	340 3 6	109 5 1
Newcastle	Belfast	1 inspecting commander, 1 chief officer, 2nd class.	5; 1 chief boatman, 1 divisional carpenter, 1 commissioned boatman, 2 boatmen.	2	3	628 13 8	321 14 6
Annalong Detachment, William's Harbour.	Belfast	1 chief boatman in charge.	8; 3 commissioned boatmen, 5 boatmen.	4	6	340 6 11	248 1 3
Lustones	Belfast	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	3	4	240 18 9	159 12 3
CARLINGFORD DIVISION:							
Crandfield Detachment, Derryogue.	Dublin	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	7	337 19 3	213 1 4
Killowen	Dublin	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	246 3 5	159 8 5
Omeath	Dublin	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	241 3 3	152 4 6
Carlingford	Dublin	1 inspecting lieutenant	5; 1 chief boatman, 1 divisional carpenter, 1 commissioned boatman, 2 boatmen.	1	4	401 9 2	254 18 3
Grunon Point	Dublin	1 chief boatman in charge.	6; 1 chief boatman, 1 commissioned boatman, 4 boatmen.	1	3	263 1 6	175 7 8

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
2 2 –	1 10 10	12 8 2	428 5 10	400 –	
5 – –	1 10 10	12 – 2	418 19 –	900 – –	
21 10 –	2 6 3	45 13 3	1,281 8 –	2,150 – –	
12 – –	1 10 10	8 12 1	431 11 –	—	
61 13 –	4 2 4	29 2 10	1,204 15 3	1,100 – –	
58 9 3	2 1 2	11 9 2	586 9 11	450 – –	
19 6 –	1 16 –	12 3 6	555 – 4	500 – –	
45 17 –	1 10 10	25 3 –	484 4 6	—	
37 15 –	2 1 2	24 19 9	791 9 –	400 – –	
56 – –	1 5 8	9 15 6	407 8 2	—	
29 4 –	1 5 8	12 14 5	383 7 5	500 – –	
74 12 6	2 1 2	16 9 4	671 10 8	—	
16 6 –	2 6 3	13 11 9	697 5 6	500 – –	
61 15 –	1 16 –	14 18 8	510 13 10	480 – –	
55 – –	1 5 8	34 9 6	540 3 9	—	
49 12 4	1 10 10	62 8 3	1,063 19 7	400 – –	
44 4 8	2 6 3	15 14 –	650 13 1	—	
44 8 4	1 5 8	17 14 5	463 19 5	500 – –	
12 17 2	2 6 3	17 12 5	589 16 5	—	
42 15 –	1 10 10	13 12 6	463 10 2	—	
48 12 4	1 10 10	14 10 6	458 1 5	—	
60 – –	1 10 10	42 13 10	760 12 1	1,450 – –	
30 10 –	1 16 –	9 14 11	480 10 1	—	

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
						£. s. d.	£. s. d.
IRELAND—*continued.*							
DUNDALK DIVISION:							
Giles Quay	Dublin	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	2	3	260 16 10	121 13 8
Soldier's Point	Dublin	1 inspecting commander, 1 chief boatman in charge.	7; 1 divisional carpenter, 2 commissioned boatmen, 4 boatmen.	3	4	707 14 8	421 18 3
Dunany Point Detachment, Annagassan.	Dublin	1 chief officer, 2nd class.	5; 1 chief boatman, 1 commissioned boatman, 3 boatmen.	1	3	294 12 2	170 16 1
Clogher Head	Dublin	1 chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	2	3	315 15 5	134 9 8
Mouth of Bryne	Dublin	1 chief officer, 2nd class.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	3	4	360 5 –	202 17 8
MALAHIDE DIVISION:							
Nannywater	Dublin	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	5	276 – 8	206 12 9
Balbriggan	Dublin	1 chief officer, 2nd class.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	1	6	414 16 5	164 16 –
Skerries Detachment, Loughshinney.	Dublin	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	6	406 8 7	182 17 –
Rush Detachment, Rogerstown.	Dublin	1 navigating sub-lieutenant.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	6	471 4 6	232 17 9
Portrane	Dublin	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	208 18 6	129 16 –
Lambay Island	Dublin	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	248 11 6	225 18 6
Malahide Detachment, Carrick Hill.	Dublin	1 inspecting commander, 1 chief boatman in charge.	9; 1 divisional carpenter, 3 commissioned boatmen, 5 boatmen.	2	7	761 18 6	453 8 1
Baldoyle	Dublin	1 chief boatman in charge.	8; 3 commissioned boatmen, 5 boatmen.	1	7	354 1 1	228 16 10
DUBLIN DIVISION:							
Howth Detachment, Needles.	Dublin	1 inspecting staff commander.	12; 1 chief boatman, 4 commissioned boatmen, 7 boatmen.	2	9	644 13 11	367 8 –
Sutton	Dublin	1 chief boatman in charge.	6; 3 commissioned boatmen, 3 boatmen.	1	5	277 11 –	178 14 –
Clontarf	Dublin	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	1	6	401 17 2	228 17 –
Ringsend	Dublin	1 chief officer, 2nd class.	9; 1 chief boatman, 3 commissioned boatmen, 5 boatmen.	2	6	450 16 9	258 11 8
Kingstown	Kingstown	1 chief officer, 2nd class.	11; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 6 boatmen.	5	5	901 14 10	510 18 7
Bray Detachment, Dalkey.	Kingstown	1 chief officer, 2nd class.	10; 1 chief boatman, 3 commissioned boatmen, 6 boatmen.	2	8	494 19 10	263 – –
Greystones	Kingstown	1 chief officer, 2nd class.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	1	6	389 8 8	202 18 –
ARKLOW DIVISION:							
Five Mile Point	Kingstown	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	5	225 1 –	171 9 –
Wicklow Head	Kingstown	1 inspecting commander, 1 chief officer, 2nd class.	6; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 2 boatmen.	1	5	721 6 6	379 7 9
Jack's Hole Detachment, Mizen Head.	Kingstown	1 chief boatman in charge.	6; 3 commissioned boatmen, 3 boatmen.	1	5	289 14 6	195 7 4
Arklow	Kingstown	1 chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	1	4	312 6 7	181 8 3

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for one Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
67 - -	1 10 10	18 11 1	469 12 5	—	
22 2 6	2 1 2	64 18 11	1,218 15 6	2,050 - -	
15 3 -	1 10 10	39 2 4	521 4 5	600 - -	
34 12 6	1 10 10	20 10 9	506 19 2	500 - -	
189 7 4	2 1 2	21 7 7	775 18 9	—	
36 18 6	1 16 -	8 2 9	529 10 8	—	
8 - -	2 1 2	31 18 9	621 12 4	2,400 - -	
48 17 6	2 6 3	12 2 3	652 11 7	2,460 - -	
114 12 4	2 6 3	22 13 11	843 14 9	700 - -	
26 15 -	1 5 8	33 8 2	400 3 4	—	
4 12 4	1 10 10	23 11 5	504 4 7	950 - -	
177 13 10	2 11 5	52 - 6	1,447 12 4	—	
20 - -	2 6 3	17 4 5	622 8 7	2,280 - -	
30 1 -	3 6 11	63 4 5	1,108 14 3	3,600 - -	
15 - -	1 16 -	15 - 10	488 1 10	1,650 - -	
10 5 -	2 6 3	9 18 4	653 3 9	1,800 - -	
131 - -	2 11 5	11 5 10	854 5 8	—	
- - Nil - -	3 1 9	55 7 -	1,471 2 2	4,900 - -	
70 16 1	2 16 7	31 8 3	863 - 9	1,400 *l.*, including Dalkey detachment.	
63 - -	2 1 2	8 8 10	665 16 8	—	
10 - -	1 10 10	17 3 10	425 4 8	400 - -	
25 6 -	1 16 -	44 8 10	1,172 5 1	2,400 - -	
4 12 4	1 16 -	55 7 6	546 17 8	400 - -	
3 - -	1 10 10	10 7 10	508 13 6	200 - -	

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
						£. s. d.	£. s. d.
IRELAND—*continued.*							
ARKLOW DIVISION—*continued.*							
Kilmichael	Kingstown	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	5	255 6 8	157 2 4
Ballymoney	Kingstown	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	5	233 3 4	179 17 5
Courtown	Kingstown	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	5	243 4 –	150 12 8
Cahore	Kingstown	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	5	243 15 4	152 10 4
WEXFORD DIVISION:							
Morris Castle	Waterford	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	1	3	324 12 –	173 5 5
Curracloe	Waterford	1 chief officer, 2nd class.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	1	4	731 1 2	368 10 6
Ballygeary	Waterford	1 chief officer, 2nd class.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	1	4	369 19 5	245 9 11
Carnsore	Waterford	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	1	3	311 12 –	160 18 8
Kilmore	Waterford	1 chief officer, 2nd class.	7; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 3 boatmen.	1	4	475 14 11	188 4 9
Bar of Lough Detachment, Bannow.	Waterford	1 chief officer, 2nd class.	9; 1 chief boatman, 3 commissioned boatmen, 5 boatmen.	2	6	486 6 10	260 1 1
WATERFORD DIVISION:							
Fethard	New Ross, Waterford.	1 chief officer, 2nd class.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	1	6	328 10 –	194 13 4
Arthurstown Detachment, Duncannon.	Waterford	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	6	360 8 9	219 – –
Dunmore	Waterford	1 chief boatman in charge.	5; 3 boatmen, 2 commissioned boatmen.	1	4	208 7 1	146 – –
Ballymacaw Detachment, Ahinashack.	Waterford	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	4	299 12 1	170 6 8
Tramore Detachment, Annestown.	Waterford	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	6	360 8 9	219 – –
Bonmahon Detachment, Stradbally.	Waterford	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	2	6	360 8 9	219 – –
YOUGHAL DIVISION:							
Ballinacourty Detachment, Dungarvon.	Dungarvon	1 chief boatman in charge.	6; 2 commissioned boatmen, 4 boatmen.	1	5	237 5 –	208 17 1
Helwick Head	Dungarvon	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	179 9 2	149 10 10

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
9 3 8	1 10 10	7 8 11	430 12 5	400 - -	
8 - -	1 10 10	12 12 5	435 4 -	—	
42 10 -	1 10 10	94 - 6	531 18 -	—	
46 10 -	1 10 10	39 1 7	483 8 1	—	
14 10 -	1 16 -	20 15 8	534 19 1	2,100 - -	
41 - -	2 1 2	66 19 8	1,209 12 6	—	
16 13 10	2 1 2	17 11 10	651 16 2	200 - -	
68 1 6	1 16 -	12 10 6	554 18 8	—	
105 - -	2 1 2	18 12 9	789 13 7	100 - -	
70 2 4	2 11 5	13 8 1	782 9 9	500 - -	
- - - -	Rifle ball, 280; pistol ball, 140; rifle blank, 175; pistol blank, 105.	Fuel and light, 7 *l.*; general stores, 9 *l.* 17 *s.* 7 *d.*	597 13 3	- - -	Cost of ammunition not known.
8 *l.* a year for watch-room; 6 *l.* 10 *s.* paid two men as reimbursement.	Rifle ball, 320; pistol ball, 160; rifle blank, 200; pistol blank, 120.	General stores, 11 *l.* 15 *s.* 5 *d.*; light and fuel, 7 *l.*	652 14 2	Not Government property.	Cost of ammunition not known.
Rent free to crew -	Rifle ball, 200; pistol ball, 110; rifle blank, 125; pistol blank, 75.	Light and fuel, 7 *l.*; general stores, 11 *l.* 3 *s.* 6 *d.*	372 10 7	1,750 - -	Cost of ammunition not known.
- - - -	Rifle ball, 240; rifle blank, 150; pistol ball, 120; pistol blank, 95.	General stores, 14 *l.* 17 *s.* 8 *d.*; fuel and light, 7 *l.* at station, and 4 *l.* 10 *s.* at detachment.	523 13 9	- - -	Cost of ammunition not known.
13 *l.* a year allowed the men as reimbursement, and 8 *l.* 10 *s.* for two watch-rooms.	Rifle ball, 320; rifle blank, 200; pistol ball, 160; pistol blank, 120.	General stores, 6 *l.* 4 *s.* 3 *d.*; fuel and light for watch-room at station, 7 *l.*, and 4 *l.* 10 *s.* at detachment.	658 13 -	200 - -	Cost of ammunition not known.
1 *l.* 10 *s.* for watch-room, Stradbally.	Rifle ball, 320; rifle blank, 200; pistol ball, 160; pistol blank, 120.	General stores, 5 *l.* 14 *s.* 10 *d.*; fuel and light, 7 *l.* at station, and 4 *l.* 10 *s.* at detachment.	647 3 7	1,500 - -	Cost of ammunition not known.
40 - -	Rifle ball, 240; rifle blank, 150; pistol ball, sea service, 120; pistol blank, 90; percussion caps, 720; Colt's revolver ball, 300; Colt's revolver caps, 900.	7 - - fuel allowance.	494 15 1	Not Government property.	
51 10 -	Rifle ball, 160; rifle blank, 100; pistol ball, sea service, 80; pistol blank, 60; percussion caps, 480; Colt's revolver ball, 180; Colt's revolver caps, 540.	7 - - fuel allowance.	388 12 -	420 - -	21 years' lease to run.

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
IRELAND—*continued.*						£. s. d.	£. s. d.
YOUGHAL DIVISION—*continued.*							
Ardmore - - - - Detachment, Whiting Bay.	Youghal -	1 chief officer, 2nd class.	4; 1 chief boatman, 1 commissioned boatman, 2 boatmen.	1	2	238 15 5	141 18 9
Youghal - - - -	Youghal -	1 chief officer (civilian)	8; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 3 boatmen.	3	4	412 2 11	240 15 10
Knockadoon - - -	Youghal -	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	208 7 1	183 - -
				1	1	60 16 8	60 6 9
QUEENSTOWN DIVISION:							
Ballycotton - - - Detachment, Ballyandreen.	Queenstown -	1 chief officer, 2nd class.	6; 1 chief boatman, 1 commissioned boatman, 4 boatmen.	2	4	337 2 6	183 6 8
				1	2	110 - -	72 - -
Ballycroneen - - -	Queenstown -	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	2	4	246 7 6	153 10 -
Poor Head - - - -	Queenstown -	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	2	4	261 7 1	114 16 8
Roche's Point - - Detachment, Whitegate.	Queenstown -	1 navigating lieutenant.	9; 1 chief boatman, 2 commissioned boatmen, 6 boatmen.	6	6	365 10 5	244 - -
East Ferry - - - -	Queenstown -	1 senior mate - -	7; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 3 boatmen.	2	6	599 4 2	381 10 -
Crosshaven - - - -	Queenstown -	1 inspecting lieutenant.	11; 1 chief boatman, 4 commissioned boatmen, 6 boatmen.	6	6	594 4 11	299 10 -
KINSALE DIVISION:							
Robert's Cove - - - Detachment, Ringabella.	Queenstown -	1 chief officer, 2nd class.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	2	4	299 12 1	204 10 3
				1	2	89 14 7	95 15 -
Oyster Haven - - -	Kinsale -	1 chief officer (civilian)	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	2	5	364 19 8	213 16 8
Upper Cove - - -	Kinsale -	1 chief officer, 2nd class.	10; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 5 boatmen.	4 occasionally 6.	6 occasionally all hands at the station.	439 12 5	(*a*)349 3 9
Old Head - - - -	Kinsale -	1 chief boatman in charge.	6; 2 commissioned boatmen, 4 boatmen.	2	4	456 2 6	7 10 - fuel, 7 *l.*; stationery, 10 *s.*
Granfeen Point - - -	Kinsale -	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	237 5 -	128 13 4
Courtmasherry - - -	Kinsale -	1 chief officer, 2nd class.	8; 1 chief boatman, 2 commissioned boatmen, 5 boatmen.	2	6	(*b*)	1 *s.* 4 *d.* each per diem, subsistence.
Barry's Cove - - -	Kinsale -	1 chief officer, 2nd class.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	(*d*) 1	(*e*) 5	386 16 4	194 13 4

(*a*) 341 *l.* 13 *s.* 9 *d.*, subsistence, badges, gunnery instructor, seaman gunner, and trained men; fuel and stationery, 7 *l.* 10 *s.*
(*b*) Chief officer, 6 *s.* per diem; chief boatman, 2 *s.* 2 *d.* per diem; commissioned boatmen, 1 *s.* 9 *d.* per diem; boatmen, 1 *s.* 7 *d.* per diem.
(*c*) Pay and subsistence, 576 *l.* 7 *s.* 11 *d.*; for badges, 31 *l.* 18 *s.* 9 *d.*; for seamen gunners, 12 *l.* 3 *s.* 4 *d.*; for trained men, 9 *l.* 2 *s.* 6 *d.*

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
20 - -	Rifle ball, 160; rifle blank, 100; pistol ball, sea service, 80; pistol blank, sea service, 60; percussion caps, 480; Colt's revolver ball, 300; Colt's revolver caps, 900.	Fuel allowance, 7 *l.*	409 3 2	2,480 - -	The contractor is paid 2,050 *l.* for building, and Crown has 91 years' lease to run.
26 5 -	Rifle ball, 320; rifle blank, 200; pistol ball, sea service, 160; pistol bank, 120; percussion caps, 960; Colt's revolver, 420; percussion caps, 1,080.	Fuel allowance, 7 *l.*	688 9 9	80 - -	Four years of lease to run.
20 - -	Rifle ball, 200; rifle blank, 125; Colt's revolver, 240; percussion caps, 720; pistol ball, sea service, 100; pistol blank, 75; percussion caps, 600.	Fuel allowance, 7 *l.*	419 12 1	2,000 - -	Estimated cost of building station, 1,670 *l.*; length of lease to run, 92 years.
10 - -	Rifle ball, 80; rifle blank, 50; pistol ball, sea service, 40; pistol blank, 30; percussion caps, 240.	Fuel allowance, 4 *l.* 10 *s.*	135 18 11	—	
90 - -	6 2 4	- - -	616 11 6	—	
14 4 -	1 - -	- - -	197 4 -	—	
Ground-rent, 7 *l.* - -	4 5 -	- - -	411 2 6	1,700 - -	
62 - -	4 6 -	- - -	462 9 9	—	
105 - -	7 10 -	- - -	722 - 5	- - - -	A boarding station.
38 13 3	5 6 8	- - -	1,024 14 1	2,110 - -	The inspecting lieutenant draws pay on the pay list of this station. A boarding station.
16 12 -	7 10 -	- - -	917 16 11	3,480 - -	A boarding station.
- - - - -	Ball cartridge, 100; blank cartridge, 150; pistol ball, 100.	2 6 -	506 8 4	880 - -	
20 - -	Ball cartridge, 50; pistol ball, 20.	- 19 11	206 8 7	Not Government property.	
58 16 -	Rifle ball cartridge, 280 - -	4 8 -	642 - 4	1,250 *l.* Buildings under lease for 999 years.	
21 *l.* ground-rent for station and boat-house; 17 *l.* old boat-house, and two private houses for coast guard men.	Rifle ball, 400; rifle blank, 250; pistol ball, 200; pistol blank, 150; revolver ball, 300; percussion caps, 500.	12 3 3	838 19 5	3,450 - -	
58 - -	Rifle ball, 240; rifle blank, 150; pistol ball, 120; pistol blank, 90; Colt's revolver ball, 200; Colt's revolver caps, 500.	10 17 10 Annual stores, 7 *l.* 17 *s.* 10 *d.*; travelling charges, 3 *l.*	532 10 4	200 - -	
48 - -	Rifle ball, 240; rifle blank, 150; pistol ball, 120; pistol blank, 90; port-fires, 2; blue-light, 1.	- - nil - -	413 18 4	Not Government property.	
Two at lodgings at 6 *l.* per annum, six at 5 *l.* per annum.	Snider rifle ball, 320; Snider rifle blank, 200; pistol ball, 160; pistol blank, 120; caps, 400; revolver pistol ball, 300; caps, 350.	New buildings, 10 *l.*; watch-house, 5 *l.*; fuel for watch-house, 7 *l.*; stationery, 10 *s.*	(*c*) 694 2 6	Not Government property.	Chief officer and men at private quarters. Watch-house rented by Government yearly.
Watch-house and boat-house, 9 *l.* 12 *s.* 4 *d.*; allowed for the crew, 35 *l.*	Rifle ball, 280; rifle blank, 175; pistol ball, sea service, 140; pistol blank, sea service, 105; revolver ball, 100; revolver ball caps, 150; percussion caps, 840.	14 - -	640 2 -	- - nil.	

(*d*) The remainder occasionally, as the service requires.

(*e*) The day watchman attends the chief boatman visiting patrols, &c.

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay. £. s. d.	Allowances. £. s. d.
IRELAND—*continued.*							
KINSALE DIVISION—*continued.*							
Dunny Cove - - - Detachment, Ring.	Clonakilty -	1 chief officer, 2nd class.	6; 3 commissioned boatmen, 3 boatmen.	2	4	290 9 11	(*a*)210 19 3
						125 - 10	(*b*)128 - 7
Dirk Cove - - - -	Clonakilty -	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1 look out man.	3 and chief boatman in charge.	196 3 9	(*c*)129 3 4
SKIBBEREEN DIVISION:							
Mill Cove - - - - Detachment, Ross River.	Rosscarberry	1 chief boatman in charge.	4; 1 commissioned boatman, 3 boatmen.	5	5	202 15 10	129 3 4
				2	2	71 9 7	53 8 4
Union Hall - - - - Detachment, Squince.	Glandore Harbour.	1 chief officer, 2nd class.	6; 2 commissioned boatmen, 4 boatmen.	7	7	320 18 11	179 16 8
						146 - 8	102 1 8
Castle Townsend - - - Detachment, Castle Haven.	Castle Haven	1 chief officer, 2nd class.	8; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 4 boatmen.	8	8	394 5 -	226 10 -
Barlogue - - - - -	Baltimore -	1 chief boatman in charge.	5; 3 commissioned boatmen, 2 boatmen.	5	5	214 16 8	129 3 4
Baltimore - - - - -	Baltimore -	1 chief officer, 2nd class.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	8	8	399 18 3	153 10 -
Schull - - - - -	Schull - -	1 chief officer, 2nd class.	7; 1 chief boatman, 2 commissioned boatmen, 4 boatmen.	8	8	363 - 2	202 3 4
Crookhaven - - -	Crookhaven -	1 chief officer, 2nd class.	10; 1 chief boatman, 3 commissioned boatmen, 6 boatmen.	11	11	444 9 2	278 3 4
BANTRY DIVISION:							
Dunbeacon - - - -	Skibbereen -	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatman.	1	4	179 9 2	151 19 7
Blue Hill - - - - -	Skibbereen -	1 inspecting chief officer (civilian).	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	(*d*) 1	5	307 4 2	187 2 1
CASTLETOWN DIVISION:							
Castletown - - - - Detachments, Ballycrovane, Lawrence Cove.	Castletown -	1 inspecting staff commander.	14; 2 chief boatmen, 1 divisional carpenter, 4 commissioned boatmen, 7 boatmen - - -	3	3	395 8 4	318 6 8
				2	3	155 2 6	154 15 10
				2	2	89 14 7	96 - -
Cahirmore - - - -	Castletown -	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	2	3	184 - 5	183 1 3
KENMARE DIVISION:							
Lackeen Point - - - Detachments, Waterville, Kenmare.	Tralee - -	1 inspecting lieutenant.	11; 1 chief boatman, 4 commissioned boatmen, 6 boatmen - - -	4	5	336 - -	(*e*)262 12 -
				2	2	91 1 -	(*f*)92 2 6
				2	2	91 1 -	(*g*)92 2 6

(*a*) Subsistence money, badges, and seamen gunners and trained men, 203 *l.* 9 *s.* 3 *d.*; fuel and stationery, 7 *l.* 10 *s.*

(*b*) Subsistence, badges, and seamen gunners and trained men, 123 *l.* 5 *s.* 7 *d.*; fuel and stationery, 4 *l.* 15 *s.*

(*c*) Badges, subsistence money, and trained men, 121 *l.* 13 *s.* 4 *d.*; stationery and fuel, 7 *l.* 10 *s.*

(*d*) Occasionally a boat's crew for boarding.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
82 - -	Rifle ball, 240; rifle blank, 180; pistol ball, 60; pistol blank, 20; revolver ball, 120; percussion caps, 300.	6 13 -	590 2 2	- - nil.	
49 - -	Rifle ball, 160; rifle blank, 120; pistol ball, 40; pistol blank, 10; revolver ball, 80; percussion caps, 100.	1 19 -	304 - 5	- - nil.	
50 - -	Rifle ball, 80; rifle blank, 40; pistol ball, 20; pistol blank, 20; percussion caps, 50.	3 6 8	378 13 9	- - nil.	
Cottages, watch, boat, and look-out houses, 30 *l.*	1 5 -	Station stores, 10 *l.* 4 *s.* 3 *d.*; sweeping chimneys, 1 *l.* 4 *s.*	374 12 5	Not Government property.	The Crown holds two acres of land, on lease, for 60 years from 1868, upon which it is about to build a station.
6 10 - Cottages.	Included with the expenditure at the main station, Mill Cove.	Sweeping chimneys, 12 *s.*	131 19 11	Not Government property.	
Cottages, 34 *l.*; watch and boat-house, 14 *l.*	1 15 -	Station stores, 30 *l.* 13 *s.* 7 *d.*; sweeping chimneys, 1 *l.* 16 *s.*	583 - 2	Not Government property.	
Cottages, 25 *l.*; watch-house, 5 *l.*; site for flag staff, 3 *l.*	Expenditure included with that at the main station, Union Hall.	Sweeping chimneys, 1 *l.* 4 *s.*	262 6 4	Not Government property.	
Ground-rent, 28 *l.*; rent for men's cottages, 47 *l.*	2 - -	Station stores, 61 *l.* 10 *s.*; material for carpenter, 29 *l.* 5 *s.*; sweeping chimneys, 1 *l.* 1 *s.*; county cess, 1 *l.* 8 *s.*	790 19 -	Value of new buildings, 2,180 *l.*	Buildings were in course of erection by the Crown, but not ready for occupation. Furniture for the new houses was provided out of this sum.
Cottages, 25 *l.*; watch-house, 4 *l.* 12 *s.* 4 *d.*; trespass, 2 *l.*	1 - -	Station stores, 6 *l.* 4 *s.* 8 *d.*	382 17 -	Not Government property.	
Cottages, 25 *l.*; watch-house, 4 *l.* 12 *s.* 4 *d.*	1 10 -	Station stores, 7 *l.* 3 *d.*	591 13 7	Not Government property.	
Cottages, 35 *l.*; watch-house, 5 *l.*	1 10 -	Station stores, 9 *l.* 4 *s.* 10 *d.*	615 18 4	Not Government property.	
Cottages, 59 *l.* 3 *s.* 10 *d.*; look-out tower, 5 *l.*	1 15 -	Station stores, 23 *l.* 15 *s.*; tithe charge, 15 *s.* 11 *d.*; sweeping chimneys, 2 *l.* 2 *s.*	815 4 3	300 - -	
38 - -	Snider ball cartridge, 200; Snider blank cartridge, 125; pistol ball cartridge, 100; pistol blank cartridge, 75; caps, 200.	1 4 -	372 4 9	- - nil.	
35 10 -	Ball cartridge, 200; blank cartridge, 125; pistol ball, 100; pistol blank, 75; caps, 200.	1 - -	532 8 3	- - nil.	
90 - -	4 - -	Stores and doctor's attendance, 45 *l.*	852 15 -	Not Government property.	
36 - -	2 - -	Stores and doctor's attendance, 10 *l.*	357 18 4	Not Goverement property.	
15 - -	1 10 -	Stores and doctor's attendance, 8 *l.*	210 4 7	Not Government property.	
6 10 -	2 - -	Stores and doctor's attendance, 20 *l.*	395 11 8	Not Government property.	
Ground-rent for station and boat-house, 6 *l.* 5 *s.*	40 rounds per man - -	Station stores, about 10 *l.*	605 - -	2,800 - -	
By lease, 24 *l.* - -	40 rounds per man - -	Station stores, about 10 *l.*	217 3 6	- - nil - -	House recently repaired.
Lease for 21 years, 33 *l.*	40 rounds per man - -	Station stores, about 10 *l.*	227 2 6	- - nil.	

(*e*) Officer's horse allowance, 30 *l.*; moving duty, 48 *l.*; stationery and fuel, 10 *l.*; subsistence for six men, 144 *l.*; badge money and trained men, 30 *l.* 12 *s.*]

(*f*) Subsistence for three men, 72 *l.*; badge money and trained men, 15 *l.* 12 *s.* 6 *d.*; fuel, 4 *l.* 10 *s.*

(*g*) Subsistence for three men, 72 *l.*; badge money and trained men, 15 *l.* 12 *s.* 6 *d.*; fuel, 4 *l.* 10 *s.*

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
IRELAND—*continued.*						£. s. d.	£. s. d.
KNIGHTSTOWN DIVISION:							
Ballinskelligs	Valencia	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	208 7 1	187 19 7
Knightstown Detachments, Cahirciveen, Portmagee.	Valencia	1 inspecting chief officer (civilian).	15; 3 chief boatmen, 4 commissioned boatmen, 8 boatmen	1	5	328 10 –	330 10 –
				1	4	157 9 2	159 15 8
				1	3	129 5 5	127 10 9
Kells	Valencia	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	208 7 1	187 19 7
Cromane Point	Cromane Point	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	208 7 1	187 19 7
DINGLE DIVISION:							
Minnard	Tralee	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	2	4	212 18 4	199 3 4 victualling, fuel, and stationery.
Dingle	Tralee	1 chief officer, 2nd class.	6; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 2 boatmen.	4	4	363 9 7	178 16 8 fuel, stationery, and victualling.
Ventry	Tralee	1 chief boatman in charge.	5; 3 commissioned boatmen, 2 boatmen.	(a)	4 and chief boatman in charge.	276 6 6	(b)153 10 –
Ballydavid	Tralee	1 chief boatman in charge.	6; 3 commissioned boatmen, 3 boatmen.	2	5	(c)255 5 8	189 11 4 victualling, fuel, stationery, and salary.
Brandon	Tralee	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	(d)	(e)	(f)146 – –	124 16 8 victualling, fuel, stationery, and salary.
Castle Gregory	Tralee	1 chief boatman in charge.	3; 1 commissioned boatman, 2 boatmen.	(g)	(h)	176 8 4	124 16 8 victualling, fuel, stationery, and salary.
BALLYHEIGE DIVISION:							
Barrow Detachment, Blennerville.	Tralee	1 chief boatman in charge.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen	(i)	(j)	247 17 11	(k)153 10 –
				(l)	(m)	123 3 9	(n)77 15 –
Ballyheige	Tralee	1 inspecting lieutenant.	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	(o)	(p)	412 2 11	(q)281 16 8
Cashen River	Tralee	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	(r)	(s)	247 17 11	(t)153 10 –

(a) One always, and occasionally all hands.
(b) Subsistence, 146 *l.*; fuel and stationery, 7 *l.* 10 *s.*
(c) The chief boatman in charge was only 76 days during 1868.
(d) Two, and commissioned boatman in charge.
(e) Two, and commissioned boatman in charge.
(f) Exclusive of vacant chief boatman in charge.
(g) Two, and chief boatman in charge.
(h) Two, and chief boatman in charge.
(i) One, as watchman; all hands employed at boarding duty when vessels arrive.
(j) Five patrolling; chief boatman visiting guns.
(k) Subsistence, 146 *l.*; fuel, 7 *l.*; stationery, 10 *s.*

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for one Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
45 - -	1 12 6	24 - -	466 19 2	Hired buildings.	
66 10 -	1 12 6	Stores, boats, 24 *l.*	751 2 6	Hired buildings.	
36 - -	1 5 -	Stores, boats, surgeon, &c., 21 *l.*	375 9 10	Hired buildings.	
34 - -	1 1 8	Boats, stores, surgeon, &c., 16 *l.*	308 5 10	Hired buildings.	
35 - -	1 12 6	Stores, boats, surgeon, &c., 22 *l.*	454 19 2	Hired buildings.	
2 - -	1 12 6	20 - -	419 19 2	1,700 - -	
38 8 6	Rifle ball, 200; rifle blank, 175; pistol ball, 140; pistol blank, 75; caps, 600.	General stores, 8 *l.*; postage, 11 *s.*	Not known -	No Government property; buildings are leased.	
Five cottages, watch and boathouse, 39 *l.*	Rifle ball, 240; rifle blank, 150; pistol ball, 150; pistol blank, 150; caps, 600.	Inspecting commander, 564 *l.* 6 *s.* 8 *d.*; postage, 10 *l.*	Not known -	Not Government property; held on lease.	
Six cottages, watch and boathouse, 44 *l.*	Snider rifle ball cartridge, 240; Snider rifle blank cartridge, 150; pistol ball cartridge, sea service, 120; pistol blank cartridge, 90; Colt's revolver pistol ball cartridge, 80; percussion caps, 300.	General stores, 8 *l.*; postage, 11 *s.*	481 16 6	Not Government property.	This return is made up for the year ended 31st December 1868.
Watch and boathouses, and acre of land, held on lease, 9 *l.* 12 *s.* 4 *d.*	Rifle and pistol, 325; caps, 300.	General stores, 11 *l.*	Not known -	100 - -	
Watch and boathouses, 8 *l.* 12 *s.* 4 *d.*	Rifle ball, 120; rifle blank, 80; pistol ball, sea service, 30; pistol blank, 20; revolver ball, 60; pistol caps, sea service, 70; revolver caps, 100.	Stores, 2 *l.* 5 *s.* 11 *d.*; travelling expenses, 3 *l.*; postage, 8 *s.*	306 8 9 and value of ammunition.	100 - -	
Watch and boathouses, 9 *l.*	Rifle ball, 120; rifle blank, 80; pistol ball, sea service, 30; pistol blank, 20; revolver ball, 60; pistol caps, sea service, 70; revolver caps, 100; port fires, 2.	Stores, 3 *l.* 15 *s.* 5 *d.*; postage, 1 *l.* 2 *s.* 3 *d.*	313 12 3 and value of ammunition.	No Government property.	
66 - -	Snider ball cartridge, 240; Snider blank cartridge, 150; pistol ball cartridge, 120; Colt's pistol ball cartridge, 200.	Stores, 12 *l.*; contingent, &c., 12 *s.*; chimney sweeps, 1 *l.*	484 8 8	Not Government property.	Buildings at this station held on lease by the Crown for 21 years, from 1st May 1865.
25 - -	Snider ball cartridge, 120; Snider blank cartridge, 75; pistol ball cartridge, 60; pistol blank cartridge, 45.	Stores, 2 *l.* 7 *s.* 9 *d.*; contingent, 8 *s.*; sweep, 6 *s.*	230 10 6	Not Government property.	
45 - - exclusive of head rent for new buildings.	Snider ball cartridge, 240; Snider blank cartridge, 140; Colt's ball cartridge, 50.	Stores, 9 *l.*; contingent, 5 *l.* 12 *s.*	756 11 7	2,650 - -	New buildings in course of erection at this station by the Crown, standing on ground held under lease for 99 years, from 1st May 1867, at the rent of 8 *l.* 2 *s.* 6 *d.* per annum.
65 - -	Snider ball cartridge, 240; Snider blank cartridge, 150; pistol ball cartridge, 120; Colt's ball cartridge, 200.	Stores, 13 *l.*; contingent, 1 *l.*; chimney sweep, 1 *l.* 12 *s.*	485 8 8	Not Government property.	Buildings at this station held on lease by the Government for 31 years, from 1st November 1864.

(*l*) One, as watchman; remainder boarding and inspecting fisheries, boats, &c.
(*m*) Two, patrolling and boarding at tide turn.
(*n*) Subsistence, 73 *l.*; fuel, 4 *l.* 10 *s.*; stationery, 5 *s.*
(*o*) One, as watchman; remainder at general duties.
(*p*) Four, patrolling; chief boatman visiting.
(*q*) Inspecting lieutenant, moving duty, 72 *l.*; horse allowance, 30 *l.*; stationery, 2 *l.* 10 *s.*; crews' subsistence, 170 *l.* 6 *s.* 8 *d.*; fuel, 7 *l.*
(*r*) One, as watchman; remainder at general duties.
(*s*) Four, patrolling; chief boatman visiting.
(*t*) Subsistence, 146 *l.*; fuel, 7 *l.*; stationery, 10 *s.*

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay. £. s. d.	Allowances. £. s. d.
IRELAND—*continued.*							
KILRUSH DIVISION:							
Tarbert	Limerick	1 chief officer, 2nd class.	12; 2 chief boatmen, 5 commissioned boatmen, 5 boatmen.	(a) 7	(b) 4	552 1 3	292 – –
Cappa	Limerick	1 chief boatman in charge.	8; 1 divisional carpenter, 4 commissioned boatmen, 3 boatmen.	4	5	371 9 4	226 10 – for subsistence, fuel, and stationery.
Kilcredane – Detachment, Kilbaha.	Limerick	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	208 7 1	121 11 3
		1 chief boatman in charge.	3; 1 commissioned boatman, 2 boatmen.	1	2	107 19 7	72 18 9
Kilkee	Limerick	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	215 7 9	130 3 4 for subsistence, fuel, and stationery.
SEAFIELD DIVISION:							
Seafield – Detachment, Doonbeg.	Kilrush	1 inspecting chief officer (civilian), 1 chief boatman in charge.	8; 1 divisional carpenter, 3 commissioned boatmen, 4 boatmen.	2	3	512 16 –	112 1 –
				1	2	177 15 –	4 15 – fuel and stationery.
Freagh Point – Detachment, Liscannor.	Kilrush	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatman.	2	2	132 6 3	73 – – fuel and stationery, 7*l.* 10*s.*
				2	2	111 – 5	73 – – fuel and stationery, 4*l.* 5*s.*
GALWAY DIVISION:							
Ballyvaughan	Galway	1 chief officer, 2nd class.	7; 1 chief boatman, 3 commissioned boatmen, 3 boatmen.	1	7	368 11 3	228 13 8
Barna – Detachment, Spiddal.	Galway	1 inspecting commander, 1 chief boatman in charge.	8; 1 chief boatman, 1 divisional carpenter, 3 commissioned boatmen, 3 boatmen.	1	9	750 1 6	491 7 3
Costello Bay	Galway	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	5	243 10 –	183 18 –
North Isle of Arran – Detachment, South Isle of Arran.	Galway	1 chief boatman in charge.	8; 3 commissioned boatmen, 5 boatmen.	1	8	358 7 7	260 2 11
CLIFDEN DIVISION:							
Roundstone – Detachment, Bunown.	Roundstone	1 chief officer, 2nd class.	9; 1 chief boatman, 4 commissioned boatmen, 4 boatmen.	3	8	512 8 7	362 12 11
Bayleek	Clifden	1 inspecting commander, 1 chief boatman in charge.	6; 1 divisional carpenter, 2 commissioned boatmen, 3 boatmen.	2	4	689 9 6	445 11 4
Claggan – Detachments, Aughros Point, Ballinakill.	Clifden	1 chief officer, 2nd class.	8; 1 chief boatman, 3 commissioned boatmen, 4 boatmen.	3	5	406 12 11	240 8 –
Tully	Clifden	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	204 19 9	154 11 –
WESTPORT DIVISION:							
Pigeon Point	Westport	1 inspecting officer (navigating lieutenant), 1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	6	4	427 9 6	263 11 5
Innislyre	Westport	1 chief boatman in charge.	6; 1 divisional carpenter, 2 commissioned boatmen, 3 boatmen.	7	6	295 11 2	210 16 6
Innisgowla	Westport	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	6	5	241 16 10	191 12 9
KEEL DIVISION:							
Achilbeg	Westport	1 chief boatman in charge.	8; 4 commissioned boatmen, 4 boatmen.	9	8	385 6 10	264 1 –
Keel – Detachment, Dugort.	Westport	1 inspecting chief officer, 2nd class.	7; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 3 boatmen.	8	6	437 18 8	307 2 1
Bullsmouth	Westport	1 chief boatman in charge.	6; 2 commissioned boatmen, 4 boatmen.	7	6	273 19 7	177 – 9

(*a*) 1 watchman, and 6 for boat's crew. (*b*) 4 patrolling, and 6 for boat's crew.

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.		£. s. d.	£. s. d.	£. s. d.	
100 – –	1,200 rounds - - -	Repairs to boat, 10 *l.*; casual repairs to building, 14 *l.*	958 1 3	560 – –	The value of the ammunition expended is not included in the cost of the station.
7 – –	Ball cartridge, 360; pistol, sea service, 180.	Repairing boats at station, 1 *l.* 19 *s.* 5¾ *d.*; casual repairs to buildings, 5 *l.*	611 18 9¾	3,050 – –	The value of the ammunition expended is not included in the cost of the station.
50 – –	Small arms, 800 - - -	Repairing boats at station, 2 *l.*; casual repairs to buildings, 5 *l.*	386 18 4	Not Government property.	The value of the ammunition expended is not included in the cost of the station.
24 – –	480 rounds - - - -	Repairing boats, 1 *l.*; casual repairs to buildings, 3 *l.* 10 *s.*	209 8 4	Not Government property.	
60 – –	Rifle ball cartridge, 200; rifle blank cartridge, 50; Colt's revolver ball cartridge, 300; sea service pistols, 75.	Casual repairs to buildings, 5 *l.*	410 11 1	Not Government property.	The value of the ammunition expended is not included in the cost of the station.
Station, 22 *l.*; boathouse, 10 *l.*; leased land for buildings, 15 *l.*	Rifle ball and blank cartridge, 155; pistol, sea service, ball and blank cartridge, 161; caps, 350; Colt's revolvers, 145; caps, 170.	Annual stores, 19 *l.* 12 *s.*	691 8 –	Leased; private buildings.	Officer's quarters, 25 *l.*; deducting 9 *l.*—16 *l.*
Watchroom, boathouse, and land, 14 *l.*	Rifle ball and blank cartridge, 81; pistol, sea service, ball and blank cartridge, 110; caps, 245.	Annual stores for use of detachment boats and flag staff, 5 *l.*	202 5 –	Private cottages.	
1 chief boatman in charge, and 2 boatmen, 15 *l.*; watchhouse, boathouse, and flagstaff, 12 *l.* 10 *s.*	Ball cartridge, 240; blank cartridge, 140; pistol, sea service, ball cartridge, 150; pistol blank cartridge, 100; percussion caps, 261.	Stores, station and detachment, 13 *l.* 5 *s.* 5 *d.*	256 11 8	- - nil.	
2 commissioned boatmen, and 1 boatman, 5 *l.* each, 15 *l.*; watchroom, boathouse, and flagstaff, 4 *l.* 10 *s.*	Rifle ball cartridge, 61; rifle blank cartridge, 30; pistol, sea service, ball cartridge, 30; pistol blank cartridge, 30; caps, 130.	Stores drawn at station, 10 *s.*	213 15 5	- - nil.	
25 – –	- - - - -	11 9 6	—	—	
14 15 –	- - - - -	23 10 11	—	—	
10 – –	- - - - -	42 – 5	—	—	
8 – –	- - - - -	57 19 2	—	—	
25 3 4	- - - - -	25 1 10	- -	200 – –	
8 – –	- - - - -	75 19 7	—	—	
46 – –	- - - - -	16 8 5	—	—	
10 – –	- - - - -	9 13 11	—	—	
46 – –	- - - - -	59 13 8	—	—	
12 13 8	- - - - -	23 3 11	—	—	
5 – –	- - - - -	4 6 6	—	—	
11 – –	- - - - -	43 14 5	- -	2,800 – –	
28 4 –	- - - - -	66 16 10	- -	2,100 – –	
5 10 –	- - - - -	41 10 5	- -	2,100 – –	

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
						£. s. d.	£. s. d.
IRELAND—*continued.*							
BELMULLET DIVISION:							
Tulloghan	Westport	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	3	208 8 2	127 17 6
Blacksod Point	Westport	1 chief officer, 2nd class.	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	1	4	281 – 1	144 11 5
Binghamstown	Westport	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	4	238 12 4	155 13 5
Claggan	Westport	1 inspecting officer (navigating lieutenant).	5; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	1	3	338 7 6	295 13 5
Ballyglass Detachment, Blind Harbour.	Westport	1 chief boatman in charge.	9; 1 divisional carpenter, 3 commissioned boatmen, 5 boatmen.	2	7	390 8 7	268 6 2
BALLYCASTLE DIVISION (MAYO):							
Belderig Detachments, Behic, Porta-Cloy, Porturlin.	Ballina	1 chief boatman in charge.	9; 4 commissioned boatmen, 5 boatmen.	4	3	359 15 2	290 5 2
Ballycastle	Ballina	1 inspecting officer (navigating lieutenant).	6; 1 chief boatman, 2 commissioned boatmen, 2 boatmen.	2	4	404 15 –	361 13 7
Kilcummin Detachment, Lacken.	Ballina	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	3	4	213 6 10	159 9 4
Ross	Ballina	1 chief boatman in charge.	6; 1 divisional carpenter, 2 commissioned boatmen, 3 boatmen.	2	5	308 8 7	195 17 7
PULLENDIVA DIVISION:							
Inniscrone	Ballina	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	5	259 2 8	166 10 3
Pullocheny	Ballina	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	4	227 13 1	113 – –
Pullendiva	Sligo	1 inspecting officer (navigating sub-lieutenant).	6; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 2 boatmen.	1	5	392 10 8	282 17 3
Portavad	Sligo	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	4	207 7 11	157 9 –
SLIGO DIVISION:							
Rosses Point	Sligo	1 inspecting officer (Captain, R.M., half-pay).	6; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 2 boatmen.	1	5	422 12 7	276 1 4
Rachley	Sligo	1 chief boatman	5; 2 commissioned boatmen, 3 boatmen.	1	5	243 17 9	151 3 2
Streedagh	Sligo	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	5	229 9 7	119 15 11
Mullaghmore Detachment, Ballyshannon.	Sligo	1 chief boatman in charge,	7; 3 commissioned boatmen, 4 boatmen.	2	6	323 8 2	213 19 2
KILLYBEGS DIVISION:							
Dooran	Killybegs	1 chief boatman in charge.	6; 2 commissioned boatmen, 4 boatmen.	6	7	260 16 6	182 3 5
Tribane	Killybegs	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	6	5	238 12 1	150 4 2
Killybegs	Killybegs	1 inspecting lieutenant	6; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 2 boatmen.	5	6	424 8 –	330 4 1
Teelin	Killybegs	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	4	5	215 18 4	110 2 –
Malinmore Detachment, Lochrus.	Killybegs	1 chief boatman in charge.	7; 3 commissioned boatmen, 4 boatmen.	6	8	313 15 5	210 7 11

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
3 - -	- - - - - -	45 4 5	—	—	
4 4 -	- - - - - -	110 2 2	- -	2,000 - -	
33 - -	- - - - - -	9 6 -	—	—	
3 - -	- - - - - -	74 1 10	- -	900 - -	
13 12 6	- - - - - -	79 17 10	- -	150 - -	
18 14 6	- - - - - -	13 15 9	—	—	
8 - -	- - - - - -	19 12 8	—	—	
8 - -	- - - - - -	4 4 3	—	—	
6 - -	- - - - - -	85 9 2	- -	1,350 - -	
13 10 -	- - - - - -	6 2 9	—	—	
9 10 -	- - - - - -	3 7 11	—	—	
44 - -	- - - - - -	19 6 8	—	—	
9 - -	- - - - - -	8 1 6	—	—	
42 - -	- - - - - -	85 13 3	- -	1,200 - -	
20 11 8	- - - - - -	150 12 -	- -	2,250 - -	
34 - -	- - - - - -	12 1 3	—	—	
53 6 4	- - - - - -	58 14 3	- -	300 - -	
10 13 4	- - - - - -	36 8 10	- -	1,700 - -	
7 5 1	- - - - - -	41 3 6	- -	1,750 - -	
52 5 -	- - - - - -	233 15 10	—	—	
32 9 4	- - - - - -	8 6 11	—	—	
39 10 -	- - - - - -	61 14 11	—	—	

RETURN of the Names and Situations of all Coast Guard Stations, with the Total Cost of each, for the Year ending

NAME OF STATION.	Name of nearest Seaport.	Number and Rank of Officers.	Number and Rating of Men.	Number engaged on Day Duty.	Number engaged on Night Duty.	Pay.	Allowances.
IRELAND—*continued.*						£. s. d.	£. s. d.
RUTLAND DIVISION:							
Portnoo	Killybegs	1 chief boatman in charge.	7; 3 commissioned boatmen, 4 boatmen.	6	8	340 9 3	222 4 4
Rutland Detachments, Arranmore, Crowie Head, Cruit, Burton Port.	Killybegs	1 inspecting officer (navigating lieutenant).	12; 2 chief boatmen, 4 commissioned boatmen, 6 boatmen.	12	12	620 18 11	491 18 5
Guidore	Killybegs	1 chief boatman in charge.	5; 1 divisional carpenter, 2 commissioned boatmen, 2 boatmen.	1	5	291 8 10	144 10 –
SHEEPHAVEN DIVISION:							
Innisbofin Detachment, Curran's Port.	Rathmullen	1 chief boatman in charge.	9; 1 chief boatman, 3 commissioned boatmen, 5 boatmen.	10	8	390 – 4	239 8 1
Sheephaven	Rathmullen	1 inspecting chief officer (civilian).	6; 1 chief boatman, 2 commissioned boatmen, 3 boatmen.	5	4	388 17 1	267 2 –
Melroy Detachment, Dowring's Bay.	Rathmullen	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	5	4	250 9 –	156 6 10
RATHMULLEN DIVISION:							
Knockallow	Rathmullen	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	4	4	201 4 6	154 15 3
Rathmullen	Rathmullen	1 inspecting lieutenant	7; 1 chief boatman, 1 divisional carpenter, 2 commissioned boatmen, 3 boatmen.	7	7	476 13 8	264 12 8
Buncrana	Rathmullen	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	3	3	210 18 8	172 10 8
CARN DIVISION:							
Malin Head	Rathmullen	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	5	264 6 8	159 3 6
Culdaff Bay	Greencastle	1 chief boatman in charge.	4; 2 commissioned boatmen, 2 boatmen.	1	4	230 5 6	105 2 –
Port Kinnigoe Detachment, Tramone.	Greencastle	1 chief boatman in charge.	6; 2 commissioned boatmen, 4 boatmen.	2	5	273 15 5	212 11 9
Greencastle Detachment, Innishowen Head.	Greencastle	1 chief officer, 2nd class.	18; 2 chief boatmen, 1 divisional carpenter, 6 commissioned boatmen, 9 boatmen.	9	10	824 19 10	493 4 7
Moville	Moville	1 inspecting commander, 1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	1	5	566 12 6	313 11 8
Culmore Detachment, Quigley's Point.	Londonderry	1 chief boatman in charge.	5; 2 commissioned boatmen, 3 boatmen.	2	4	238 10 9	177 17 4

N.B.—The number of Stations is - - - - - - - - - - 548

December 1868; together with the Number and Rating of Officers and Men engaged in the Service—*continued.*

Rent.	Ammunition.	Other Charges.	Total Cost for One Year of each Station.	Value, if Government Property.	REMARKS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
11 5 -	- - - - - -	17 10 2	—	—	
53 - -	- - - - - -	219 15 6	—	—	
30 15 -	- - - - - -	18 19 11	—	—	
69 17 8	- - - - - -	68 8 3	—	—	
42 15 -	- - - - - -	50 19 10	—	—	
13 18 11	- - - - - -	34 3 5	—	—	
6 - -	- - - - - -	7 18 2	—	—	
62 17 2	- - - - - -	106 5 3	—	—	
27 15 -	- - - - - -	8 - 10	—	—	
9 - -	- - - - - -	27 19 2	—	—	
50 - -	- - - - - -	11 5 7	—	—	
3 - -	- - - - - -	3 10 4	—	—	
149 6 11	- - - - - -	142 13 3	—	—	
65 - -	- - - - - -	50 12 11	- -	300 - -	
56 - -	- - - - - -	24 10 6	—	—	

COAST GUARD.

RETURN of the Names and Situations of all Coast Guard Stations, with Total Cost of each, for the Year ending December 1868; together with the Number and Rating of Officers and Men engaged in the Service; &c.

(*Mr Gourley.*)

Ordered, by The House of Commons, *to be Printed,*
2 *August* 1870.

[*Price* 8 *d.*]

410.

Under 6 *oz.*

NAVY (COAST GUARD OFFICERS).

RETURN to an Order of the Honourable The House of Commons, dated 19 July 1870;—*for*,

COPY "of ORDERS in COUNCIL of the 22nd day of February, 31st day of March, 8th day of April, and 18th day of May 1870, respecting Promotion of Coast Guard Officers and Officers employed as Admiralty Agents in Contract Mail Steam Vessels; Good Service Pensions for General Officers of Royal Marines; Promotion of Staff Commanders to the Rank of Staff Captain; and Establishing further Regulations respecting Naval Retirement."

Admiralty, 19 July 1870.

THOS. WOLLEY, Chief Clerk.

At the Court at Windsor, the 22nd day of February 1870.

Present:—The QUEEN'S Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 19th of February 1870, in the words following, viz.:—

"Whereas by Orders in Council of 5th February 1834, 29th June 1842, 30th January 1856, 1st August 1860, and 4th February 1861, Your Majesty has been graciously pleased to make provision empowering us to confer Promotion to the Active and Retired Lists of Your Majesty's Navy, on certain Officers who may be annually recommended to us for the good and faithful discharge of their duties in the Coast Guard Service, or in Revenue Cruisers, as well as to grant advantages as regards Retired Pay upon some of these Officers: Whereas by Orders in Council of 7th February 1857, and 1st August 1860, Your Majesty has been pleased also to confer power on us to select annually for Promotion, either to the Active or Retired Lists, one of the Lieutenants employed as Admiralty Agents on board Contract Mail Steam Vessels; and whereas the position of these branches of Your Majesty's Service has been materially altered, the prospects of Officers serving in them, as regards advancement and retirement, have been greatly improved, and the number of Officers employed considerably diminished; we are of opinion that such Promotions are no longer needed, the more especially as, by our proposals, the Active Lists generally of Your Majesty's Navy will be reduced: we would, therefore, most humbly submit to your Majesty that, in future, no special annual Promotions be made either to the Active or Retired Lists for service in the Coast Guard, Revenue Cruisers, or Contract Mail Steam Vessels, and that the provisions of Your Majesty's several Orders in Council authorizing such promotions be repealed."

Her Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed: And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

(signed) *Arthur Helps.*

At the Court at Windsor, the 31st day of March 1870.

Present:—The QUEEN's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 29th of March 1870, in the words following, viz.:—

"Whereas a question has arisen as to the correct interpretation of Clause 15 of Your Majesty's Order in Council of the 22nd day of February last, relative to the Good Service Pensions for General Officers of Your Majesty's Corps of Royal Marines; and whereas we are of opinion that it would be desirable to explain the provisions of the said clause with greater clearness; we beg leave to recommend that Your Majesty will be graciously pleased, by Your Order in Council, to direct that the present Good Service Pension of 300 *l.* a-year be abolished; and that the Retired Pay of the General Officer of Royal Marines now holding such Good Service Pension be deemed to include one of the six Good Service Pensions of 200 *l.* a-year established by the clause in question."

Her Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed: And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

(signed) *Arthur Helps.*

At the Court at Windsor, the 8th day of April 1870.

Present:—The QUEEN's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 24th March 1870, in the words following, viz.:—

"Whereas the Rank of Staff Captain has heretofore been confined to Officers holding the appointment of Master Attendant, Assistant Master Attendant, and Queen's Harbour Master, and to Masters of the Fleet when so employed; we are of opinion that the rank of Staff Captain should now no longer be limited to persons holding the above appointments (though such appointments should still carry that rank with them), and we therefore humbly submit that Your Majesty will be graciously pleased, by Your Order in Council, to sanction the promotion of any Staff Commander to the rank of Staff Captain at our discretion, provided always that the established number is not exceeded, that the promotions are for special service (the nature of the service to be mentioned in the Gazette), and that the Officer is qualified by 20 years' sea-service in the rank of Navigating Sub-Lieutenant, Navigating Lieutenant, and Staff Commander: should Your Majesty be graciously pleased to approve of this our suggestion, we would further most humbly recommend that the same should take effect from this date."

Her Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed: and the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

(signed) *Edmund Harrison.*

At the Court at Windsor, the 18th day of May 1870.

Present:—The QUEEN'S Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 16th of May 1870, in the words following, viz.:—

"Whereas by Your Majesty's Orders in Council of the 22nd February 1870, Your Majesty was pleased to sanction certain proposals for the retirement of the Executive and Civil Officers of Your Majesty's Fleet: whereas we are of opinion it is desirable that further regulations be laid down on certain points connected with the Scheme of Retirement then sanctioned, we would humbly propose to Your Majesty:

"1st. As regards service of Officers on Committees or Commissions of Inquiry in connection with naval matters of importance, we are of opinion, that, considering the value of such inquiries, it is but just to allow a certain portion of such service to count as full service as regards Pay, Half-pay, and Retirement, though not to reckon as service to save Officers from compulsory retirement on account of non-service; we would therefore submit, that we be empowered to allow Officers to count a portion of the time so employed, namely, up to six months on Committees and Commissions, as full time; afterwards as two-thirds of full time; but the maximum addition to what an Officer would have been allowed if all his Committee time had counted as Half-pay time, to be two years.

"2nd. As regards civil employment at or under the Admiralty, we would humbly submit that when an Officer is retired from the Active List on account of age, non-service or otherwise, and we deem it advisable to retain him in such civil employment, he should continue in receipt of his former emoluments as though he had remained on the Active List, until he ceases to be in such civil employment; that his retired pay should then be calculated according to the total period of service he may have completed, reckoning his civil employment as service for this purpose.

"3rd. As regards promotion on the Lists of Navigating and Medical Officers, and in the ranks of Paymaster and Chief Engineer, we would submit to your Majesty that we be allowed to fill up not more than one in four vacancies which may be caused by Retirement, or Promotion consequent on Retirement, until the Lists may be reduced to the numbers authorised by your Majesty's above-named Orders in Council; and we would beg to point out that provision for making such promotion in the ranks of Captain, Commander, and Lieutenant, was contained in the Order of Council of 22nd of February 1870.

"4th. As regards the promotion on Retirement of Staff Commanders and Paymasters; whereas it is laid down by Your Majesty's Order in Council of 26th June 1867, that Staff Commanders having served 20 years in the ranks of Navigating Lieutenant and Staff Commander shall receive, when retired, the rank of Retired Captain, and that Officers having served 15 years in those ranks shall retire with the rank of Retired Commander; and by Your Majesty's Order in Council of 9th July 1864 it is laid down that Paymasters who may have completed 20 years' service, including Acting Paymaster's time, and not more than four years' time as Assistant Paymaster, shall be retired with the rank of Paymaster-in-Chief: And whereas by Your Majesty's Order in Council of 22nd February 1870, it has been provided as to Commanders and Lieutenants placed on the Retired List, that these Officers shall be granted the rank of Retired Captain and Retired Commander only at our discretion; we are of opinion that it will be for the benefit of Your Majesty's service that similar conditions should be made applicable to the Promotion on Retirement of Staff Commanders and Paymasters, so that these Officers should no longer be entitled to claim the respective ranks of Retired Captain, Retired Commander, and Paymaster-in-Chief, when removed from the Active List, but that such promotion should, in

addition to the above-mentioned requirements of service, be governed also by qualifications of good and meritorious service: we therefore humbly submit that, in future, such Promotions on Retirement be made at our discretion, we beg further to represent that, so far as financial arrangements are affected, the Lords Commissioners of Your Majesty's Treasury have signified their concurrence in the above-mentioned proposals."

Her Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed: And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

(signed) *Arthur Helps.*

NAVY (COAST GUARD OFFICERS).

COPY of ORDERS in COUNCIL of 22 February, 31 March, 8 April, and 18 May 1870, respecting Promotion of Coast Guard Officers and Officers employed as Admiralty Agents in Contract Mail Steam Vessels; Good Service Pensions for General Officers of Royal Marines; Promotion of Staff Commanders to the Rank of Staff Captain; and Establishing further Regulations respecting Naval Retirement.

(*Mr. Baxter.*)

Ordered, by The House of Commons, *to be Printed,* 19 *July* 1870.

365.

Under 1 *oz.*

GREENWICH HOSPITAL.

1868-9.

ACCOUNTS of the RECEIPT and EXPENDITURE of the CAPITAL and of the INCOME derived from the LANDS and PROPERTY held for the Benefit of GREENWICH HOSPITAL, with REPORT of the Comptroller and Auditor General thereon.

Admiralty, 15 March 1870.

JOHN HENRY BRIGGS,
Chief Clerk.

(*Presented in pursuance of Act* 28 & 29 *Vict. c.* 89, *ss.* 47 *and* 49.)

Ordered, by The House of Commons, *to be Printed,*
16 *March* 1870.

AN ACCOUNT of the RECEIPT and EXPENDITURE of the CAPITAL held for the

CAPITAL ACCOUNT.

RECEIPTS.	£. s. d.	CASH. £. s. d.	Money on Loan. £. s. d.	STOCK. Reduced 3 per Cent. Annuities. / New 3 per Cent. Annuities. / New 2½ per Cent. Annuities. £. s. d.	STOCK. Consolidated 3 per Cent. Annuities. £. s. d.	STOCK. Shares in Hexham and Allendale Railway Company. £. s. d.
To BALANCES on 1st April 1868, for Stock in the following Funds, viz.:						
Consolidated 3 per Cent. Annuities					1,024,648 10 2	
Reduced 3 per Cent. Annuities	1,520,761 – 8					
New 3 per Cent. Annuities	105,682 10 4					
New 2½ per Cent. Annuities	8,800 – –			1,635,243 11 –		
For LOANS granted by the late Commissioners of Greenwich Hospital, outstanding, viz.:						
Trustees of Greenwich and Woolwich Lower Roads (balance)	898 2 2					
Trustees of Alston Roads (balance)	24,682 2 –					
Commissioners for Exhibition of 1851 (balance)	84,635 – –					
Loan on Mortgage of Hartburn Grainge Estate	18,000 – –		128,215 11 2			
For SHARES in Hexham and Allendale Railway Company						10,000 – –
To PRODUCE of SALE of STOCK in CONSOLIDATED 3 per Cent. ANNUITIES, 6,592 *l.* 4 *s.*; on 3rd December 1868		6,085 8 5				
To INSTALMENTS of LOANS repaid, viz.:						
By Commissioners for Exhibition of 1851, on 21st May 1868	4,030 – –					
By Commissioners for Exhibition of 1851, on 15th June 1868	310 – –					
By Commissioners for Exhibition of 1851, on 28th September 1868	4,422 – –					
By Commissioners for Exhibition of 1851, on 29th October 1868	1,457 – –					
By Commissioners for Exhibition of 1851, on 8th January 1869	1,155 – –					
By Commissioners for Exhibition of 1851, on 15th March 1869	3,100 – –					
	14,474 – –					
By Trustees of Greenwich and Woolwich Lower Roads, on 13th April 1868	225 9 7					
		14,699 9 7				
To TRANSFER from Income Account on 31st December 1868, being Annual Investment out of Greenwich Hospital Surplus Income	10,000 – –					
To TRANSFER from Income Account on 30th September 1868, being Amount erroneously charged to Capital during the Half-year ended 31st March 1866	26 14 9					
		10,026 14 9				
To RECEIPT from Sale of part of Thornborough Farm, on 11th May 1868		3,000 – –				
To STOCK Purchased in the Consolidated 3 per Cent. Annuities, as per contra, viz.:						
On 6th May 1868	239 4 9					
On 26th May 1868	4,219 18 –					
On 23rd June 1868	325 17 9					
On 14th September 1868	27 16 4					
On 20th October 1868	4,660 17 5					
On 3rd November 1868	1,541 16 –					
On 14th January 1869	1,243 12 2					
On 19th March 1869	3,324 7 11				15,583 10 4	
To STOCK Purchased in Reduced 3 per Cent. Annuities, as per contra, viz.:						
On 22nd May 1868	3,208 11 2					
On 1 December 1868	10,796 4 6			14,004 15 8		
	£.	33,811 12 9	128,215 11 2	1,649,248 6 8	1,040,232 – 6	10,000 – –

Exchequer and Audit Department,
(Examined) *H. T. D. Bathurst*, Inspector.

Benefit of GREENWICH HOSPITAL, during the Year ended 31st March 1869.

CAPITAL ACCOUNT.

PAYMENTS.		CASH.	Money on Loan.	STOCK. Reduced 3 per Cent. Annuities. / New 3 per Cent. Annuities. / New 2½ per Cent. Annuities.	STOCK. Consolidated 3 per Cent. Annuities.	STOCK. Shares in Hexham and Allendale Railway Company.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£ s. d.	£. s. d.
By AMOUNT due to INCOME on 1st April 1868, being the Amount temporarily defrayed out of Income, during the Year 1867-68, on account of the undermentioned Services, viz.:						
New Farm Buildings, &c., stipulated for on renewal of Leases	1,799 10 2					
Additional Farm Buildings and Drainage Works (Tenants paying 5 per cent. on the Outlay)	4,193 10 3					
Costs of Petition in Court of Chancery, *re* Durham, in connection with the purchase of Property for the Improvement of Greenwich Hospital	22 8 –					
Purchase of remainder of Lease of Cottages at Nentsberry and the Haggs in Cumberland	45 – –					
Expense of laying on Water to Park Lodge, Greenwich, that house having been sold to the Rev. Dr. Miller in the year 1866-67	25 – –					
		6,085 8 5*				
By STOCK purchased in the Consolidated 3 per Cent. Annuities, viz.:	Stock. £. s. d.					
On 6th May 1868	239 4 9	225 9 7				
On 26th May 1868	4,219 18 –	4,030 – –				
On 23rd June 1868	325 17 9	310 – –				
On 14th September 1868	27 16 4	26 14 9				
On 20th October 1868	4,660 17 5	4,422 – –				
On 3rd November 1868	1,541 16 –	1,457 – –				
On 14th January 1869	1,243 12 2	1,155 – –				
On 19th March 1869	3,324 7 11	3,100 – –				
£.	15,583 10 4					
By Stock purchased in Reduced 3 per Cent. Annuities, viz.:						
On 22nd May 1868	3,208 11 2	3,000 – –				
On 1st December 1868	10,796 4 6	10,000 – –				
£.	14,004 15 8					
		27,726 4 4				
By LOANS repaid to Greenwich Hospital for Cash received in redemption thereof, as per contra, viz.:						
Commissioners for Exhibition of 1851	14,474 – –					
Trustees of Greenwich and Woolwich Lower Roads	225 9 7					
		– – –	14,699 9 7			
By STOCK sold, as per contra	– – –	– – –	– – –	– – –	6,592 4 –	
		33,811 12 9	14,699 9 7	– – –	6,592 4 –	
BALANCE on CAPITAL ACCOUNT		– – –	113,516 1 7	1,649,248 6 8	1,033,639 16 6	10,000 – –
	£.	33,811 12 9	128,215 11 2	1,649,248 6 8	1,040,232 – 6	10,000 – –

* The Temporary Advances out of Income for Capital in 1867-68 amounted to 6,155 *l.* 8 *s.* 5 *d.*, but inadvertently only a sufficient amount of Stock was disposed of to repay these Advances to the extent of 6,085 *l.* 8 *s.* 5 *d.*
The Deficiency of 70 *l.* will be adjusted in the Greenwich Hospital Capital and Income Account for 1869-70.

Admiralty, S.W.,
14 December 1869.

(signed) *J. Beeby*,
Accountant General of the Navy and Comptroller of Navy Pay.

AN ACCOUNT of the RECEIPT and EXPENDITURE of the INCOME derived from the LANDS and

INCOME ACCOUNT.

HEADS OF RECEIPT.	£. s. d.	CASH. £. s. d.	STOCKS. Provisional Investment of Surplus Income. £. s. d.
To BALANCE on the 1st April 1868, viz.:			
Cash in the hands of Her Majesty's Paymaster General	- - -	5,809 11 9	
Cash in the hands of Sub-Accountants	- - -	4,006 5 -	
Stocks.—Balance of Investment of Surplus Income (Provisional)	- - -	- - -	183,781 19 -
To DIVIDENDS on FUNDED PROPERTY:			
For Dividends received on Stock held in the 3 per Cent. Consolidated Annuities	36,322 3 -		
Reduced 3 per Cent. Annuities	45,670 19 1		
New 3 per Cent. Annuities	4,526 10 7		
New 2½ per Cent. Annuities	220 - -		
		86,739 12 8	
To INTEREST on LOANS:			
For Amount received on Loans granted to the undermentioned, viz.:			
Commissioners for the Exhibition of 1851	3,037 12 7		
Trustees of Greenwich and Woolwich Lower Roads	17 18 9		
Sir W. C. Trevelyan, Bart., on Mortgage of Hartburn Grainge Estate	702 - -		
		3,757 11 4	
To TRANSFERS from Consolidated Fund in lieu of Merchant Seamen's Sixpences (4 & 5 Will. 4, c. 34)	- - -	20,000 - -	
To RENTS of Hospital Property in Greenwich and Isle of Dogs	- - -	4,383 16 1	
To PROPORTION of Freightage on Treasure conveyed in Her Majesty's Ships	- - -	1,707 2 4	
To PROCEEDS of the Sale of old and unserviceable Hospital and School Stores	- - -	611 15 6	
To PER-CENTAGE on Greenwich Hospital Furniture, for its use	- - -	64 4 8	
To MISCELLANEOUS RECEIPTS	- - -	32 16 -	
Carried forward £.		127,112 15 4	183,781 19 -

PROPERTY held for the Benefit of GREENWICH HOSPITAL, during the Year ended 31st March 1869.

INCOME ACCOUNT.

HEADS OF EXPENDITURE.		CASH.	STOCKS. Provisional Investment of Surplus Income.
By PAYMENTS on account of Property at GREENWICH and in ISLE of DOGS, viz.:	£. s. d.	£. s. d.	£. s. d.
Ground-rent of Land in Isle of Dogs, and Fee Farm Rents	364 6 8		
Rates and Taxes on House Property in Greenwich, &c.	243 10 1		
Repairs to House Property in Greenwich, &c.	284 19 1		
Commission on Petty Rents and Miscellaneous Disbursements	106 2 6		
		998 18 4	
NORTHERN ESTATES OF GREENWICH HOSPITAL.			
(LANDS, COLLIERIES, QUARRIES, &c.)			
By EXPENSES of MANAGEMENT, viz.:			
Salaries and Contingencies of the Receiver of the Northern Estates and Establishment	2,052 1 9		
By OUTLAY for the Benefit of the Estate, viz.:			
New Fences, Stone Walls, Embankments, &c.	444 5 7		
Repairs and Alterations of Farm Buildings, &c.	2,496 5 11		
By DISBURSEMENTS under the following Heads, viz.:			
Land Tax, Fee Farm, and other Rent-charges	50 5 2		
Retiring Allowances	120 – –		
Tithe Rent-charges	1,322 – 7		
Subscriptions to Schools and Charities, including Stipends	475 12 –		
Improvement of Pasture Land, and Miscellaneous Charges on Lands, Collieries, &c.	1,231 11 8		
MINES.			
By Salaries of Moor Master, and Clerk of Ore Deliveries, Carriage of, and Charges on Sales of, Lead Ore, Repairs, &c.	550 11 11		
WOODS.			
By WAGES of Woodkeepers, and Extra Men planting and felling Trees, Fencing and Draining Plantations, and Repairs, Nursery Goods, Rates, Taxes, and other Charges	1,288 – 4		
		10,030 14 11	
Carried forward £.		11,029 13 3	—

AN ACCOUNT of the Receipt and Expenditure of the Income derived from the Lands and Property

INCOME ACCOUNT—*continued.*

HEADS OF RECEIPT.	£. s. d.	CASH. £. s. d.	STOCKS. Provisional Investment of Surplus Income. £. s. d.
Brought forward	- - -	127,112 15 4	183,781 19 –
NORTHERN ESTATES OF GREENWICH HOSPITAL.			
To RENTS of Farms, Lands, Collieries, Quarries, Lime and Clay Works, Fisheries, &c.	35,591 19 3		
To INTEREST received on Outlay on New Farm Buildings and Drainage Works	1,887 12 9		
To WOODS (Sales of Produce of)	5,772 17 6		
To MINES (Sales of Produce of)	4,425 15 4		
To MISCELLANEOUS RECEIPTS	45 8 11		
		47,723 13 9	
TEMPORARY EXPENDITURE ON ACCOUNT OF CAPITAL.			
To REPAYMENT of Amount temporarily expended out of Income on account of Capital, during the Year 1867–68, viz.:			
New Farm Buildings, &c., stipulated for on renewal of Leases	1,799 10 2		
Additional Farm Buildings and Drainage Works (Tenants paying 5 per cent. on the outlay)	4,193 10 3		
Costs of a Petition in the Court of Chancery, *re* Durham, in connection with the Purchase of Property for the Improvement of Greenwich Hospital	22 8 –		
Purchase of remainder of Lease of Cottages at Nentsberry, and the Haggs in Cumberland	45 – –		
Expense of laying on Water to Park Lodge, Greenwich, that house having been sold to the Rev. Dr. Miller in the Year 1866–67	25 – –		
		6,085 8 5*	
Carried forward £.		180,921 17 6	183,781 19 –

* *See* Note on Capital Account.

held for the Benefit of Greenwich Hospital, during the Year ended 31st March 1869—*continued.*

INCOME ACCOUNT—*continued.*

HEADS OF EXPENDITURE.	£. s. d.	CASH. £. s. d.	STOCKS. Provisional Investment of Surplus Income. £. s. d.
Brought forward	- - -	11,029 13 3	—
MISCELLANEOUS CHARGES.			
By GRANT towards Relief of Destitute Widows of In-Pensioners	20 - -		
By GRANT to the Captain Superintendent of Greenwich Hospital, to enable him to wind up the affairs of the School at Greenwich for the Children of In-Pensioners	25 - -	45 - -	
By AMOUNT repaid to the Consolidated Fund of the United Kingdom, certified by the Exchequer and Audit Department to have been expended in 1867-68, out of the Money provided by Parliament, on account of Greenwich Hospital, in accordance with the 51st section of Act 28 & 29 Vict. c. 89	122,284 3 7		
By AMOUNT transferred to the Consolidated Fund of the United Kingdom, for the Year ended 31st March 1868, being a sum equal to 15 *l.* per head on the number of Men (1,026), by which the average number of the Inmates of Greenwich Hospital during that Year fell short of 1,400, in accordance with the 51st section of Act 28 & 29 Vict. c. 89	15,390 - -		
TOTAL AMOUNT Paid to the CONSOLIDATED FUND	- - -	137,674 3 7	
BY AMOUNT transferred to Capital Account for Investment in Reduced 3 per Cent. Annuities, being the amount of surplus Income directed by the Lords Commissioners of the Admiralty to be annually invested	- - -	10,000 - -	
By TRANSFER to Capital Account of Amount overcharged to Capital through the Accounts of the Receiver of the Northern Estates, for the Six Months ended 31st March 1866	- - -	26 14 9	
PROVISIONAL INVESTMENT OF SURPLUS BALANCE ON INCOME ACCOUNT:			
By PROVISIONAL Investment out of the Surplus Balance on the Greenwich Hospital Income Account of the Sum of 35,000 *l.* in New 3 per Cent. Annuities, on the 29th May 1868	35,000 - -		
By PROVISIONAL Investment out of the Surplus Balance on the Greenwich Hospital Income Account of the Sum of 40,000 *l.* in Consolidated 3 per Cent. Annuities, on the 14th September 1868	40,000 - -		
By PROVISIONAL Investment out of the Surplus Balance on the Greenwich Hospital Income Account of the Sum of 30,000 *l* in Consolidated 3 per Cent. Annuities, on the 23rd February 1869	30,000 - -	105,000 - -	
Carried forward	£.	263,775 11 7	—

An Account of the Receipt and Expenditure of the Income derived from the Lands and Property

Income Account—*continued.*

Heads of Receipt.		Cash.	Stocks. Provisional Investment of Surplus Income.
		£. s. d.	£. s. d.
Brought forward		180,921 17 6	183,781 19 –
PROPERTY AND INCOME TAX.			
To Amount recovered from the Salaries of the Officers, &c. of the Northern Estates, and allowed to the Tenants of the Hospital Property in Greenwich, &c., remaining to be paid over to the Inland Revenue	£. s. d. – – –	60 5 6	
PROVISIONAL INVESTMENT OF SURPLUS BALANCE ON INCOME ACCOUNT.			
To Investment of 35,000 *l.* in New 3 per Cent. Annuities on 29th May 1868, as per Contra	– – –	– – –	36,963 14 –
To Investment of 40,000 *l.* in Consolidated 3 per Cent. Annuities on 14th September 1868, as per Contra	– –	– – –	42,581 9 10
To Investment of 30,000 *l.* in Consolidated 3 per Cent. Annuities, 23rd February 1869, as per Contra	– – –	– – –	32,193 3 5
CASH REALISED BY THE SALE OF STOCK OUT OF PROVISIONAL INVESTMENT.			
To Proceeds of the Sale of 105,003 *l.* 4 *s.* Consolidated 3 per Cent. Annuities on the 3rd December 1868, out of the amount provisionally invested, as per Contra	– – –	97,000 – –	
	£.	277,982 3 –	295,520 6 3

Note.—The amount of Bills received for Sales of Wood and Ore, and lodged at the Branch Bank of England at Newcastle-on-Tyne, until due, outstanding on the 31st March 1869, was 6,018 *l.* 3 *s.* 2 *d.*

Exchequer and Audit Department,
(Examined) *H. T. D. Bathurst*, Inspector.

held for the Benefit of Greenwich Hospital, during the Year ended 31st March 1869—*continued.*

INCOME ACCOUNT—*continued.*

HEADS OF EXPENDITURE.			CASH.	STOCKS. Provisional Investment of Surplus Income.
	£.	s. d.	£. s. d.	£. s. d.
Brought forward			263,775 11 7	—
PROPERTY AND INCOME TAX.				
By AMOUNT paid to Commissioners of Inland Revenue on account of Income Tax recovered from the Salaries of the Officers, &c., of the Northern Estates during the preceding year, 1867-68			52 15 9	
TEMPORARY EXPENDITURE ON ACCOUNT OF CAPITAL, TO BE REPAID.				
By OUTLAY on the Northern Estates, during the year 1868-9, viz.:				
New Farm Buildings, &c., stipulated for on renewal of Leases	1,044	10 1		
Additional Farm Buildings and Drainage Works (Tenants paying 5 per cent. on the Outlay)	4,634	– 4		
By PURCHASE of Property in Park Row, Greenwich	2,420	– –		
			8,098 10 5	
SALE OF STOCK OUT OF PROVISIONAL INVESTMENT.				
By SALE of 105,003 *l.* 4 *s.* Consolidated 3 per Cent. Annuities out of the amount of the Provisional Investment to produce the sum of 97,000 *l.*, as per contra, in order to increase the Cash Balance on the Income Account to a sufficient extent to meet the Payments to the Consolidated Fund on account of the year 1867-8				105,003 4 –
BALANCES on the 31st March 1869, viz.:				
Cash in the hands of Her Majesty's Paymaster General	2,252	3 6		
Cash in the hands of Sub-Accountants	3,803	1 9		
			6,055 5 3	
STOCKS, being Balance of Investment of the Surplus Floating Balance on the Greenwich Hospital Income Account, viz.:				
Consolidated 3 per Cent. Annuities	126,833	5 11		
New 3 per Cent. Annuities	63,683	16 4		
				190,517 2 3
		£.	277,982 3 –	295,520 6 3

Admiralty, S.W., 14 December 1869.

(signed) *J. Beeby,*
Accountant General of the Navy, and Comptroller of Navy Pay.

REPORT of the Comptroller and Auditor General on the Accounts of the CAPITAL and INCOME of GREENWICH HOSPITAL, for the Year ended the 31st of March 1869, prepared in pursuance of the provisions of the Act 28 & 29 Vict. c. 89, s. 47.

THE Account of the Capital held for the benefit of Greenwich Hospital, shows the following Balances at its close on the 31st of March 1869:

	£.	s.	d.
Cash	Nil.		
Money on Loan	113,516	1	7
Government Stock	2,682,888	3	2
Shares in Hexham and Allendale Railway	10,000	–	–

It appears, however, by the Income Account, that Expenditure has been defrayed thereout, "on account of Capital," to the amount of 8,098 *l.* 10 *s.* 5 *d.*; and there is also a balance of 70 *l.* due by Capital to Income in respect of Expenditure properly chargeable to Capital, but defrayed out of Income in the Year 1867-8, making a total further charge on Capital of 8,168 *l.* 10 *s.* 5 *d.*

Upon the Income Account there is a Balance of Surplus Floating Income invested in Government Stock, amounting to 190,517 *l.* 2 *s.* 3 *d.*; and there is also a Balance of Cash of 6,055 *l.* 5 *s.* 3 *d.*, in addition to which there is due to Income the above-mentioned sum of 8,168 *l.* 10 *s.* 5 *d.*, and a sum of 6,018 *l.* 3 *s.* 2 *d.*, being Bills receivable in respect of Wood and Ore in the Year 1868-9.

I have to advert to a correspondence which has taken place between the Lords of the Admiralty, the Lords of the Treasury, and this Department, respecting the cost of the increased clerical duties performed in the several Departments of the Admiralty, in connection with the business of Greenwich Hospital, as re-organized under the Acts of 1865 and 1869.

The Lords of the Admiralty consider that this cost should be borne upon the Funds of Greenwich Hospital; and, in accordance with that opinion, the sums of 1,017 *l.* and 659 *l.* have been abated in the Navy Estimates, under Vote 3, Sub-Head A., for which sums a repayment will be made out of Greenwich Hospital Funds.

With reference to the decision come to by the Lords of the Admiralty, I have to suggest whether the cost of the Audit of the Accounts of Greenwich Hospital in this Department should not also be borne upon the Funds of the Hospital.

(signed) *Wm. Dunbar,*
Comptroller General of the Receipt and Issue of Her Majesty's Exchequer, and Auditor General of Public Accounts.

Exchequer and Audit Department,
12 March 1870.

Exchequer and Audit Department,
Somerset House, London, W.C.
12 March 1870.

My Lords,

In accordance with the provisions of "The Greenwich Hospital Act, 1865," I have to transmit, for the purpose of being laid before the House of Commons, the Accounts of the Capital and Income of Greenwich Hospital for the Year 1868-9.

I have, &c.

(signed) *Wm. Dunbar,*
Comptroller and Auditor General.

The Lords Commissioners of the Admiralty.

GREENWICH HOSPITAL.

1868-9.

ACCOUNTS of the RECEIPT and EXPENDITURE of the CAPITAL and of the INCOME derived from the LANDS and PROPERTY held for the Benefit of GREENWICH HOSPITAL, with the REPORT of the Comptroller and Auditor General thereon.

(*Presented in pursuance of Act* 28 & 29 *Vict. c.* 89, *ss.* 47 *and* 49.)

Ordered, by The House of Commons, *to be Printed*,
16 *March* 1870.

118.

Under 2 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 8 April 1870;—*for*,

RETURN "of the STOCKS in which the GREENWICH HOSPITAL FUNDS are now Invested; the Interest receivable on the same; with an Account of the Transfers of Stock since the 1st day of January 1869, the Expense incurred therein, and the Increase or Decrease of Income consequent thereon."

Admiralty, 6 May 1870.

THOS. WOLLEY, Chief Clerk.

RETURN of the STOCKS in which the GREENWICH HOSPITAL FUNDS are now Invested; the Interest receivable on the same; with an Account of the Transfers of Stock since the 1st day of January 1869, the Expense incurred therein, and the Increase or Decrease of Income consequent thereon.

Description of Stock.		Amount.	Annual Interest.
		£. s. d.	£. s. d.
Consolidated Three per Cent. Annuities		436,982 10 6	13,109 9 6
Reduced Three per Cent. Annuities		1,524,296 18 5	45,728 18 –
New Three per Cent. Annuities		200,806 5 5	6,024 3 9
New Two-and-a-Half per Cent. Annuities		8,800 – –	220 – –
Indian Railway Stocks, viz.:	£.		
Great Southern of India	250,000		
Scinde Delhi	30,000		
East Indian	150,000		
Great Indian Peninsula	70,000		
		500,000 – –	25,000 – –
Shares in Hexham and Allendale Railway Company		10,000 – –	No dividend up to present time.

Note.—The only transfer of stock since the 1st January 1869 took place on the 15th December 1869, when 591,558 *l.* 13 *s.* 11 *d.* Consolidated Three per Cent. Stock was sold to produce the sum of 544,484 *l.*, which was invested in the purchase of 500,000 *l.* Indian Railway Stock.

The total expense for commission, stamps, and registration fees amounted to 2,503 *l.* The improvement of income consequent on this transfer amounts to 7,253 *l.* 4 *s.* 10 *d.* a year.

Admiralty, 3 May 1870.

J. Beeby, Accountant General and Comptroller of Navy Pay.

GREENWICH HOSPITAL FUNDS.

RETURN of the Stocks in which the Greenwich Hospital Funds are now vested; the Interest receivable on the same; with an Account of the Transfers of Stock since the 1st day of January 1869, the Expense incurred therein, and the Increase or Decrease of Income consequent thereon.

(*Sir John Hay.*)

Ordered, by The House of Commons, *to be Printed,*
11 *May* 1870.

GREENWICH HOSPITAL SCHOOL.

RETURN to an Order of the Honourable The House of Commons, dated 5 July 1870;—*for*,

COPIES "of the REPORT of the COMMITTEE appointed to inquire into the present Condition, Cost, and Utility of GREENWICH HOSPITAL SCHOOL:"

"And, of the MINUTE of the Board of Admiralty thereon."

Admiralty, 5 July 1870.

THOS. WOLLEY, Chief Clerk.

(*Mr. Baxter.*)

Ordered, by The House of Commons, *to be Printed*, 5 *July* 1870.

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REPORT

ON

GREENWICH HOSPITAL.

TO THE SECRETARY OF THE ADMIRALTY.

HAVING been appointed by the Lords Commissioners of the Admiralty,

1. To inquire into the present condition, cost, and utility of Greenwich Hospital School, with reference to its character as a feeder to the Navy:

2. To consider the Reports of the Committees 1859 and 1868, and the Commission of 1860, together with the Reports of Mr. Tufnell and Mr. Holme:

3. To propose regulations for the future admission of boys and their ages for entry and discharge:

4. To determine how far the admission of boys is to be governed by the services of their fathers, and how far by their own physical and mental qualifications, and their willingness to serve in the Navy:

5. To report as to the mode in which the selection should be made; whether by the junior Naval Lord or by a Committee:

6. To lay down a curriculum of education, including a system of industrial training, on the understanding that the boys are admitted with a view to their entering the Navy:

7. To report as to the continuance of the Nautical School; the destination of the scholars, with reference to their being eventually employed in the public service, and their number: the whole number of boys in the school generally not exceeding 800.

8. To recommend the staff of masters and servants requisite for carrying out the system which approves itself to the Committee.

9. To report generally upon any other subject that may arise during the inquiry; we beg leave to report as follows:—

Having carefully considered the various reports enumerated in our instructions, we find that the whole question of Greenwich Hospital School has been thoroughly and elaborately commented upon in those reports, and the mass of evidence taken is both valuable and exhaustive.

In order to state as succinctly as possible the conclusions we have deduced therefrom, we propose to divide our Report under the following heads:—

1. The origin and objects of the School, and whether they are at present successfully carried out.

2. Present cost and condition of the School, and general recommendations.

3. Mode in which the selection of boys should be made, whether by the Junior Naval Lord, or by a Committee.

4. Regulations for the admission of boys, and their ages for entry and discharge.

5. Curriculum of education and industrial training.

6. Nautical division of the School.

7. Staff of masters, officers and servants, and distribution of labour.

8. Pupil teachers, their number and future destination.

9. Estimated annual cost of the School under the proposed reorganisation.

10. Summary of recommendations.

Chapter I.—The Origin and Objects of the School, and whether they are at present successfully carried out.

That the formation of a School was in consonance with the intentions of the Royal founders of Greenwich Hospital is evident from the fact that in the original Charter of William and Mary, dated 25th October 1694, and subsequent Acts of Parliament, provision was intended to be made for the following objects:

1. The maintenance and education of the children of seamen happening to be slain or disabled in the sea service of the Royal Navy.

2. The improvement of navigation, and the furnishing and supplying of the Royal Navy with a competent number of able mariners and seamen.

3. The further relief and encouragement of seamen.

In 1712, at a General Court of the Commissioners for Greenwich Hospital, it was resolved that a Charity School be established for the education of the children dependent upon the Pensioners, and that they be instructed in writing, arithmetic, and navigation.

In 1719, the qualifications for admission were, that the children must be sons of Pensioners or other poor seamen.

The number of boys at first admitted was only 10, but they increased as the funds of Greenwich Hospital became augmented, until the number reached 200, in the year 1803.

In 1821, the Royal Naval Asylum, which institution at that date maintained and educated 680 boys and 200 girls, and which was founded for the education of a certain number of orphan and other children of the non-commissioned officers and seamen of His Majesty's fleet and of the marine forces, was united to the Greenwich Hospital School, and the maintenance of the children provided for out of the funds of Greenwich Hospital, the present School-buildings and other property belonging to the Royal Naval Asylum being also transferred to Greenwich Hospital.

The Royal Naval Asylum was almost entirely supported by grants from Parliament between 1805 and 1820, amounting to 431,906 *l.*

From the Return, No. 64 in the Appendix to the Report of the Committee of 1868, it appears that out of 776 boys in the School in July, 1867:—

26	were	sons of	commissioned and subordinate officers, Royal Navy.
106	„	„	warrant officers, gunners, boatswains, and carpenters.
96	„	„	non-commissioned officers, Royal Marines.
203	„	„	petty officers, Royal Navy.
16	„	„	officers and petty officers in the Coast Guard.
64	„	„	masters and mates in the Mercantile Marine.
511			

The remainder, viz., 265, were sons of seamen in the Royal Navy and privates in the Royal Marines.

From a Return in the Appendix (E.), it will be seen that the parentage of the boys at present in the School is in a like proportion.

It is therefore evident that the character of the school has completely changed from that originally intended, and, as remarked by the Royal Commissioners, the school is no longer a charity school professing to bestow a limited education on the children of pensioners and poor seamen, the curriculum being so extended as to make the education an object of desire for the children of parents of higher social position.

We

We would here remark, that the Royal Commissioners state in their Report, "From a comparison of section 13 of the Act of 1696, with section 3 of the Act of 1697, we think it is abundantly clear that the advantages of Greenwich Hospital were to be allowed only to persons not raised above the degree of a master's mate in any of His Majesty's ships of war."

That the country does not obtain the services of the boys to anything like the extent which ought to result from the gratuitous maintenance and education in the school is manifest.

From a Return, No. 63 in the Appendix to the Report of the Committee of 1868, it appears that out of 167 boys discharged in 1866, only 22 entered the Royal Navy from the school *as boys*, while 111 were discharged to their friends; and out of 1,558 boys discharged between 1859 and 1866 inclusive, only 310 entered the Royal Navy from the school *as boys*, while 1,068 were discharged to their friends; although, by the regulations in force, all boys before admission, must be physically fit for sea service, and thus defeating one of the great objects of the school, to act as a nursery for the Royal Navy.

Many more of the boys would doubtless have entered, but the medical examination on entry into the school has not been rigidly enforced, and in numerous instances they have been found physically unfit on their discharge from the school.

It is generally conceded that the disinclination to volunteer for the Royal Navy as boys, arises from the style of the education, in which industrial training forms no element, and, which, instead of having any tendency to qualify or incline them for the duties of boys in the service, is such as to make them, and their parents for them, look by preference to other positions in life.

Chapter II.—Present Cost and Condition of Greenwich Hospital School, and General Recommendation.

From a Return (D.) in the Appendix, it will be found that the expenditure for the school in the last few years has amounted to an average of 23,112 *l.* per annum, for an average number of 792 boys borne, being at the rate of 29 *l.* 3 *s.* 10 *d.* per boy.

At the Central London District School at Hanwell the average number of children borne is 1,250, and the cost per head about 20 *l.*, comprising every item of charge.

We quite concur in the opinion expressed in the Report of the Committee of 1868, that the present staff of masters is unduly large, that their attainments are unnecessarily high, and the salaries and allowances excessive.

In a future chapter we will submit the staff of masters, and the salaries which we consider adequate to the requirements of the school under the future industrial system.

The services of the boys have not been used in any degree for domestic purposes, with a view to economy in wages to servants, which appear in the Estimate for 1870-71 cost 3,317 *l.* Our proposed staff of servants will be found in a subsequent chapter.

The care of the dormitories, and the superintendence and personal cleanliness of the boys, do not appear to have been so complete under the supervision of the drill-masters as, in the opinion of the Committee, it is desirable they should be for the future, and the pupil-teachers have not been made use of for this object.

The boys have an opportunity of washing only once a day, and when the swimming bath is not available on account of the season, the bathing accommodation in-doors is small for the number of boys.

We would therefore recommend its enlargement.

We are of opinion that it should be the duty of the medical officer to inspect the boys and the dormitories daily, and be responsible to the superintendent for the hygiene of the school generally.

For this purpose we would recommend that a young medical officer be appointed, with reference to his special experience in the diseases of children, who should reside in the school infirmary, and be his own dispenser. He should act for the superintendent during his absence on leave, and be considered second in authority.

With reference to the present dress of the boys, we think that is heavy and unsuitable in summer, especially upon the introduction of industrial training, and might be advantageously assimilated to that worn by 2nd class boys in the navy, permitting only those boys in the nautical school to wear a jacket.

The number of holidays, exclusive of half-holidays twice a-week, and other occasional holidays, have been 78 per annum, averaging six days at Easter, 44 days at Midsummer, and 28 at Christmas.

This number we consider excessive and highly prejudicial to the boys, and on the introduction of industrial training it should be reduced to that usual in elementary schools, which we understand to be six weeks during the year.

The washing of the school has hitherto been done by contract, at a cost of about 850 *l.* per annum.

We have considered a plan prepared by Messrs. Giles and Biven for the erection of a laundry and workshops in the immediate neighbourhood of the kitchens, but finding sufficient accommodation already available for workshops, band-room, &c., we requested the Clerk of the Works to submit a plan for a laundry and bakehouse only.

Messrs. Giles and Biven estimated the total cost of a laundry, engine and worskshops, &c., at 4,350 *l.*, whereas the Clerk of the Works estimates the cost of erecting a laundry, engine-room, and bakery, and other alterations, at 3,200 *l.*, including the fitting-up of workshops.

The bread for the boys is at present made in a bakehouse outside the school, formerly used for Greenwich Hospital, and it would lead to economy were the bakery removed to the school.

We estimate that the saving which would result from the washing being done on the premises will cover the outlay on the laundry within four years.

We, therefore, recommend the adoption of the Clerk of the Works' plans.

His Report will be found in the Appendix. See Appendix (A.)

We understand there is no record kept of the punishments inflicted, nor of the conduct and career of the boys after they leave the school.

We consider it would be most useful that both of these records be kept.

The gymnasium is in the playground, and, being without any covering, cannot be used in wet weather.

We would recommend that it be covered with a light roof, and be open at the sides.

All boys are allowed outfit money on discharge from the school, viz., 1 *l.* 12 *s.* if discharged to their friends, or 3 *l.* 10 *s.* if they enter the Royal Navy direct from the school, or the Merchant Service within one month after their discharge from the school.

We are of opinion that outfit money should be granted only to those boys who enter the Royal Navy.

We would recommend that a committee of visitation should inspect the school at such periods as the Admiralty may determine, and that the Admiralty Director of Education, an Inspector of Schools under the Poor Law Board, and a Naval officer should be members of the committee.

Chapter III.—Mode in which the Selection of Boys should be made, whether by the Junior Naval Lord or by a Committee.

Considering the care that is required to weigh the merits and circumstances of the numerous applicants for admission to the school, we are of opinion that the Junior Naval Lord would not have the time at his disposal to investigate the various points that must necessarily arise. We would therefore recommend that a Committee be appointed, who would meet from time to time, to consider the cases according to the rules laid down by their Lordships, and select the boys for admission to the school.

The list of the boys selected should then be submitted to the Junior Naval Lord for his final approval.

The Committee might consist of the Head of the Greenwich Hospital Branch, the Superintendent of the school, and the Chaplain of Greenwich Hospital; two to constitute a quorum.

The Greenwich Hospital Branch should register and classify the claims, and procure

procure the necessary traces of the services of the fathers to enable the Committee to judge of the merits of the candidates.

The head of the Greenwich Hospital Branch should act as Secretary to the Committee, and carry on the necessary correspondence relating to the applications for the school and admission of boys.

Chapter IV.—Regulations for the Admission of Boys and their Ages for Entry and Discharge.

With reference to our instructions to determine how far the admission of boys is to be governed by the services of their fathers, and how far by their own physical and mental qualifications, and their willingness to serve in the Navy, and looking into the objects intended to be fulfilled by the school, viz.:—

1. The education of the children of seamen and marines as a reward for the services of their fathers;
2. The training up the boys for entry into the Royal Navy;
3. The encouragement of the science of Navigation;

We submit the following regulations for consideration:—

Regulations for the Admission of Boys to Greenwich Hospital School.

The school consists of 800 boys, the sons of petty officers and seamen, and of non-commissioned officers and privates of marines, who have served or are now serving in the Royal Navy or coastguard, and of other seafaring persons.

All claims for admission to the school will be judged of by a Committee of Selection appointed by their Lordships, in the following order of precedence:—

1. Orphans, both parents dead.
2. Sons of fathers killed, drowned, deceased; wounded, or seriously maimed in Her Majesty's Service, or while employed by Her Majesty on board a merchant ship, or in action with an enemy, pirate, or rebel.
3. Those whose fathers having served in the Royal Navy or Marines, are dead.

Those whose fathers are serving, and whose mothers are dead, according to rating and service of father.

4. Sons of naval pensioners, and sons of seamen and marines now serving, both parents living.
5. Sons of seamen and marines entitled to the benefits of Greenwich Hospital, not included in the foregoing classes.
6. Sons of other seafaring persons.

N.B.—The sons of commissioned and other officers are admissible, provided they are considered proper objects by the Committee of Selection.

Applications for admission are to be made to the Secretary of the Admiralty, (Greenwich Hospital Branch), London, when the necessary forms will be sent, which, when properly filled up, must be returned as directed, with the two following certificates:

1. A certificate of the marriage of the parents; or, if not attainable, other satisfactory proof thereof.
2. Register of the child's birth.

The services of the fathers upon which the claim is founded will be ascertained at the Admiralty, and due notice will be given without further application, should the child be selected for admission into the school.

Boys eligible for admission must be between 10 and 10¼ years of age, physically fit for sea-service, be able to read an easy sentence, and possess a knowledge of the four first rules in arithmetic, and the applications must be registered between the ages of 9 and 10.

Boys will be discharged from the school on the first day of the month succeeding that in which they shall attain 13 years of age, unless either they succeed by their talents, industry, and good conduct, in obtaining admission into the Nautical Division, after competitive examination, or volunteer, with the consent of their parents or guardians, to enter the Royal Navy as boys.

In the latter case, if they are reported physically fit, they will be retained until 14½ years of age, and then entered for continuous service.

Vacancies occasioned by boys unwilling or unfit for service in the Royal Navy will be filled up by selection from the sons of seamen and marines who are 13 years of age, fit and willing for service in the Royal Navy, and able to pass a sufficient examination in reading, writing, and arithmetic.

Applications for admission of boys at the age of 13 must be made six months previously, in the same manner as above directed, and the parents or guardians must sign an agreement, before the boy is admitted, that he shall serve in the Royal Navy for a period of 10 years' continuous and general service from the age of 18, in addition to whatever period may be necessary until he attain that age.

The "Nautical Division" will consist of 80 boys. At the age of 14 the boys in this division of the school will be required to enter into an agreement, jointly with their parents or guardians, to enter the Royal Navy at the conclusion of their tuition, in such capacities as they may be found best qualified to fill, should the Admiralty require their services. They will then be retained in the school until 15½ years of age, otherwise they will be discharged.

The education of the boys in the general school will comprise the usual elements of a sound English education, alternating with practical seamanship and other industrial occupations designed to prepare them for a seafaring life.

In the "Nautical Division," elementary mathematics and mechanics, navigation, nautical astronomy, and French will be taught.

Children of Roman Catholics or of Protestants not being members of the Church of England will not be required to learn the Church Catechism, and will be allowed to attend convenient places of public worship, in accordance with the religious persuasion of their fathers, provided application be made to that effect at the time of admission, by the father, if living; and if the father be dead at the time of a child's admission, then the marriage certificate or baptismal register of such child, according to the rites and ceremonies of any established religious community, of a date previous to the said father's death, will be received as evidence of the religious tenets of the father; that is, provided no authentic document written by the deceased father be produced, expressing a contrary wish or direction, as regards the religious instruction of such child.

Having requested the Medical Director General to frame stringent rules for the medical examination of the boys on their entry and discharge, on the understanding that the boys must be physically fit for sea service, and with the view to their being entered in the Royal Navy, he has informed us that he considers "the rules laid down for the examination of boys for entry into Her Majesty's Service in Article XXXIII., page 20, of the 'Instructions for Medical Officers of the Royal Navy serving Afloat,' are sufficiently stringent to meet all the requirements for the examination of boys for Greenwich Hospital School, the medical officers taking into consideration the extreme youth of the junior boys."

We concur in the foregoing opinion, and would recommend that the medical examination of the boys on entry should take place at the ports when practicable, subject, however, to a final examination by the medical officer of the school.

Looking to the charitable object of the school, we would recommend that total orphans be admitted without any medical examination as to their physical qualifications for sea service, if considered proper objects by the Committee of Selection; provided, however, that they have no infirmity of mind or body; that they should be retained in the school until 13 years of age, and then come under the regulations applicable to the entry and discharge of all the boys.

Chapter V.—Curriculum of Education and Industrial Training.

With the view of instructing the boys in practical seamanship, masts and yards of a ship, with sails complete, sufficiently large, should be erected to enable the boys to work aloft; also boats provided for their use on the river.

The staff of instructors for practical seamanship should consist of two first class and two second class petty officers, one of whom should be appointed more particularly with reference to his qualifications for instruction in sailmaking, and another in gunnery, including the cutlass exercise.

These petty officers should take their turn of duty with the sergeants and corporals in cleaning and preserving order in the dormitories. We consider that they should be active petty officers on the effective strength of the Navy, and should revert to their sea service on discharge, and that their service in the school should count as time towards pension.

The boys should receive industrial training in the following occupations, and in the proportions attached to each, making a total of 350 boys to be employed daily upon industrial pursuits:

	Boys.
Carpenters	20
Shoemakers	40
Tailors	80
Musicians	100
For Seamanship	320
Scrubbers and Cleaners, including assistance in all the domestic duties of the School	140
	700

The whole of the boys should be taught to make and mend their own clothes.

As regards the study of music, we concur in the opinion of Mr. Tufnell, as expressed in his Report to the Committee of 1868, that the demand of the Royal Navy for musicians should be, in a great measure, supplied from Greenwich Hospital School.

We have selected the before-mentioned occupations, as being those most calculated to prepare boys for a seafaring life.

The education in the General School should be as follows:—

Religious instruction, under the supervision of the Chaplain.

A sound English education, including arithmetic, English history, geography, and grammar.

Industrial work should be on alternate days with school work.

In the Nautical Division, industrial work might be intermitted, except so far as regards practical training in the use and management of the steam-engine, in the case of boys destined for the profession of engineers.

Chapter VI.—Nautical Division of the School.

The eduation in the Nautical Division should consist of geometry, algebra, trigonometry, and French.

At the end of the first year (viz., at 14 years of age) the boys should elect whether they will proceed with navigation or engineering; the former will then learn navigation and nautical astronomy, and the latter mechanics, hydrostatics, and mechanism, including practical acquaintance with the management of the steam-engine. Upon such election they should be required to enter into an engagement jointly with their parents or guardians to enter the Royal Navy at the conclusion of their tuition in such capacities as they may be found fit for, at the discretion of the Lords Commissioners of the Admiralty. In cases where application is made for the entry of boys into respectable service in the Mercantile Marine, we would recommend that their Lordships should use their discretion, the understanding being that the Admiralty have a prior claim for the services of the boys educated and maintained in the school.

We consider that boys on their discharge at 15½ years of age from the nautical division of the school should become engineer students, pupil teachers,

writers, ships' stewards' boys, or be placed in such other positions in the Navy as they are best qualified to fill.

Upon the understanding that the total number of boys in the school is to be 800, we would recommend that the nautical division should not exceed 80 boys, to be selected at 13 years of age by competitive examination from the boys in the General School.

Chapter VII.—Staff of Masters, Officers, and Servants, and Distribution of Labour.

Fully appreciating the valuable services and high qualifications of the present principal and chaplain, the Reverend Mr. Holme, the Committee are of opinion, that in order to conduct the school on industrial principles, economically and efficiently, it should be placed under the direction of a practical superintendent, selected for his especial fitness, to whom the whole of the masters, officers, and servants of the establishment should be subordinate and responsible, and that he should be allowed a wide discretion in introducing the necessary changes.

The following table represents the numbers and cost of the present staff of masters and officers, and the numbers and salaries of the proposed establishment:—

Present Staff of Masters and Officers.	Salaries and Money Allowances, as per Estimate, 1870-71.	Proposed Staff of Masters and Officers.	Proposed Salaries.	REMARKS.
	£.		£.	
Principal and Chaplain	500	Superintendent	400	In addition to half pay of his rank, if a naval officer. To be allowed apartments, but no other allowances. If a civilian, to be allowed 500 *l.* a year.
Head Master, Nautical Division *	372			
Second Master - ditto	190			
3 Head Masters	1,004			
3 Second Masters	517	Medical Officer	350	A young and qualified practitioner to be selected, with reference to his special experience in the diseases of children. To have apartments, but no other allowances.
3 Third Masters	420			
3 Fourth Masters	292			
French Master	250			
Drawing Master	45	Chaplain	200	The Chaplain of Greenwich Hospital to conduct the religious duties, and 200 *l.* a year of his present salary to be apportioned to the school.
Allowances to Masters: £.				
For acting as Organist - 20		Superintendent's Clerk	150	With unfurnished apartments.
To 3 Head Masters for additional instruction to Pupil Teachers - 100		Storekeeper	130	To receive and issue provisions, and keep the daily Provision and Store Accounts.
		Examiner	100	To be paid by fees, and to examine the boys quarterly.
To 3 Masters for extra teaching, and for performing the duties of Librarian - 30		Nautical Division:		
		1 Head Master	230	With apartments. No allowances.
		1 Second Master	170	- - ditto - - - - ditto.
For delivering lectures, and giving instruction to boys in marine surveying - 110		1 French Master	120	Without apartments or allowances.
260		General School:		
		1 Master	170	With apartments, or 40 *l.* a year lodging money. No allowances.
		1 ditto	150	With apartments, or 40 *l.* a year lodging money. No allowances.
		2 Junior Masters, at 100 *l.* each	200	With apartments, or 40 *l.* a year lodging money. No allowances.
Medical Officer †	150			
Clerk in Charge	315			
Clerk	284			
Mate of Victualling	130			
		For lessons in Drawing	45	
		For extra teaching to Pupil Teachers. To be divided among such Masters as may be determined	100	
22 in number. £.	4,729	12 in number. £.	2,515	

* In addition to Half Pay as Naval Instructor, R. N.

† In addition to Retired Pay as Staff Surgeon, R. N.

It will be seen from the foregoing table that the cost of the present establishment of officers and masters, independently of a sum of 394 *l.* allowed to masters unprovided with apartments, is - - - - - - £. 4,729

And that the cost of the proposed establishment will be - - - 2,515

Giving a reduction of annual expenditure on account of salaries and allowances of - - - - - - - - - - - - £. 2,214

We would recommend that the director of education should select from the present staff of masters such as in his opinion it would be desirable to retain, and that the other masters be retired.

The

The following is the staff of servants and the wages we would recommend under the reorganised condition of the school:—

No.	Situation.	Wages per Annum.	Remarks.
		£.	
1	Master tailor - - -	70	For instruction in tailoring. Neither apartments nor allowances.
2	Journeymen tailors, at 1 *l.* per week - - - -	104	
1	Master shoemaker - -	70	For instructing the boys in shoemaking. All repairs to be undertaken in the school.
3	Journeymen shoemakers, at 1 *l.* per week - - - -	156	
1	Master carpenter - - -	85	To instruct the boys.
1	Bandmaster - - - -	100	His whole time to be devoted to the school.
1	Engineer - - - -	100	For laundry and kitchen, and for practical instruction in the use of the steam-engine.
1	Stoker, at 1 *l.* 5 *s.* per week -	65	With apartments. No allowances.
1	Cook - - - - -	60	
1	Assistant cook and scullery-man, at 1 *l.* a week - -	52	No apartments.
2	School sergeants, at 70 *l.* a year	140	To have charge of the boys out of school. To be allowed clothing as at present.
5	School corporals, at 60 *l.* a year	300	4 to take charge of dormitories and general cleaning, and for lavatories, under the sergeants; 1 for dining hall, &c. To be allowed uniform working dress.
	Seamanship Instructors:		
2	1st class petty officers, at 70 *l.* a year - - -	140	1 to teach sailmaking and 1 for gunnery instruction. These 4 men to assist the sergeants and corporals in the charge of the dormitories.
2	2nd class petty officers, at 60 *l.* a year - - -	120	
1	Barber, at 2 *s.* 6 *d.* a day -	39	
1	Gate porter - - - -	70	To live in the Lodge. To be allowed uniform. No allowances.
1	Matron - - - -	120	To superintend the laundry and seamstresses, and have charge of the linen, &c. To be allowed apartments, but no allowances.
1	Laundress, at 3 *s.* 6 *d.* a day -	55	Neither apartments nor allowances.
1	Head washerwoman, at 3 *s.* a day	47	For the laundry for the whole of the school.
3	Washers, at 2 *s.* 6 *d.* a day -	117	
4	Seamstresses, at 3 *s.* a day -	188	For repairing linen and bedding.
1	Labourer for carding mattresses, at 1 *l.* a week - - -	52	
1	Working foreman of bakers -	75	For school bakery. Neither apartments nor allowances.
1	Journeyman baker - -	60	
	School Infirmary:		
1	Infirmary sergeant - -	70	To be allowed one room. To act as dispensary-man, and to assist the medical officer. To be allowed a fatigue dress.
4	Nurses, at 15 *s.* a week - -	156	One of the nurses to act as cook. Temporary nurses to be employed when necessary, at the discretion of the medical officer, with the approval of the superintendent.
44	Total Wages per Annum - - £.	2,611	

By the Return (C.) in the Appendix, it appears that the number of servants at present employed is 70, and their annual cost - - - £. 3,288

The wages for the proposed tariff of 44 servants, as per foregoing table, amounts to - - - - - - - - - - - 2,611

Being an estimated annual reduction of expenditure, under the head of wages, of - - - - - - - - - - - £. 677

When it is considered that the whole of the clothing and washing, and the repairs of the boys' shoes under the industrial system, will be undertaken on the premises, a large saving will doubtless be effected under these heads.

We deem it of importance, both for the general economy and efficiency of the establishment, that all the servants should be selected by the Superintendent, and be subject to discharge at a week's notice, and at his discretion.

We would recommend that all the servants at present on the establishment be discharged, and that the Superintendent re-enter only those who may be considered useful under the new system.

Chapter VIII.—Pupil Teachers, their Number and future Destination.

The pupil teachers at present are 16 in number. They are selected from the boys in the nautical division of the school at about 15 years of age, and as a rule remain as pupil teachers about five years.

They are granted money allowances as follows:—

	s.	*d.*	
First and second year	–	6	a week.
Third year	1	–	„
Fourth year	1	6	„
Fifth year	2	–	„
Sixth year	2	6	„

The two head pupil teachers also receive 4 *s.* a week each, in addition, for instructing the boys in French.

The present system, however well adapted to train youths to become masters in navigation schools and mercantile training ships, is not well adapted for the public interests.

We learn that with the exception of some of the masters in the school and a few naval instructors and masters of marine divisional schools, but few of these youths enter the public service.

For the future we would recommend that the pupil teachers be generally selected after having been one year in the nautical division, a few for service in the nautical division being appointed after finishing the course of the nautical class.

They should enter into an engagement, with the consent of their parents or guardians, to serve as the Admiralty may direct, either afloat or on shore, for a period of 10 years after being appointed schoolmasters, in addition to whatever time may be necessary until so appointed.

After two years' service at Greenwich Hospital School they might be sent to serve three years on board one of the training ships as pupil teachers, all vacancies in which should hereafter be filled up from among their number.

After five years' service, whether they have served entirely at Greenwich or partly afloat, they should be sent to a nautical school for two years, when, on successfully completing their training, and being placed in, at least, the third class at the examination of the Committee of Council on Education, they should be appointed naval schoolmasters, and be employed at sea, or in the Greenwich Hospital School, as the Admiralty may direct.

All pupil teachers should be required to pass an examination at the end of each year under the Admiralty Director of Education.

If one of them fail to pass a satisfactory examination for two successive years, he should be reduced to the rank of a second class boy and serve in that capacity.

At Greenwich Hospital School the head master of the nautical division and two masters of the general school should be charged with the instruction of the pupil teachers, and receive an annual gratuity, the former of 2*l.* and the two latter of 1*l.* 10*s.* a-head for each pupil teacher who passes satisfactorily in the subjects severally taught by them; the whole sum for this instruction not to exceed 100*l.* a year.

The extra teaching should not be less than two hours a day for five days in the week.

We consider that the pupil teachers are kept too isolated from the boys. They sleep in dormitories specially set apart for them, and dine at a separate table.

We would recommend that they should assist the schoolmasters in their duties; that they should sleep in the boys' dormitories, where they ought to take charge of the discipline under the school sergeants, and when the boys are drilled, should act as subordinate officers of the companies. A few who have musical talent might be similarly employed in the band, and all should be encouraged to learn the harmonium. A suitable

A suitable room should be provided for them as a reading room and to enable them to pursue their studies.

In the training ships the rules now established for the instruction of pupil teachers might remain in force.

We would recommend that the weekly money allowances at present granted to the pupil teachers in the school be continued to them.

The number of pupil teachers should depend on the requirements of the training ships, but we would recommend that they should never be fewer than 16.

Chapter IX.—Estimated Cost of the School under the proposed Re-organization.

	£.
Salaries to masters and officers	2,515
Wages to servants	2,611
Gas	200
Monitorial allowances to pupil teachers	60
Outfit money to boys entering the Royal Navy	700
Books and stationery	250
Musical instruments	60
Repairs of buildings	500
Provisions, say at 8 *l.* 10 *s.* per boy	6,900
Clothing, bedding and stores, at 3 *l.* 10 *s.* per boy	2,800
Medicines, rates and taxes, and contingencies, say	404
Estimated annual cost, being at the rate of 21 *l.* 5 *s.* per head for a complement of 800 boys £.	17,000
Annual average cost during the last few years	23,113
Estimated annual saving over present expenditure £.	6,113

Chapter X.—Summary of Recommendations.

To admit boys between 10 and 10½ years of age. To be discharged at 13 unless they succeed by competitive examination in obtaining admission to the nautical division, or volunteer, with the consent of their parents or guardians, to enter the Royal Navy as boys.

In the latter case, if reported physically fit, to be retained in the school until 14½ years of age, and then entered for continuous service.

Vacancies occasioned by boys unwilling or unfit to enter the Royal Navy, to be filled up from the sons of seamen and marines, at 13 years of age, fit and willing for service in the Royal Navy.

Boys in the nautical division to enter into an agreement at the age of 14, with the consent of their parents or guardians, to enter the Royal Navy at 15½ years of age, in such capacities as they may be best qualified to fill, should the Admiralty require their services; otherwise to be discharged.

Boys to be required to pass a stringent medical examination on entry as to their physical qualifications for sea service, with the exception of total orphans, who may be admitted, provided they are considered proper objects by the Committee of Selection and have no infirmity of mind or body.

Industrial occupations, including practical seamanship, to be taught, and to be on alternate days with school work.

The whole of the boys to be taught to make and mend their own clothes.

Pupil teachers to be generally selected at 14 years of age. To remain two years in the school, and then to serve three years in one of the training-ships. After five years' service to be sent to a normal school for two years, and on passing the requisite examination to be appointed naval schoolmasters or masters in Greenwich Hospital School.

All vacancies for pupil teachers in the training-ships to be filled up from the number at Greenwich School.

Pupil teachers to assist the schoolmasters and to take charge of the dormitories and discipline under the school serjeants.

A superintendent to be appointed, to whom all the masters, officers, and servants should be subordinate.

A young medical officer to be appointed with reference to his especial experience in the diseases of children. To act for the Superintendent in his absence, and to be considered second in authority.

The number of masters and scale of salaries to be revised. The Director of Education to select such as it may be desirable to retain.

The number of servants and rates of wages to be revised. The Superintendent to retain such as may be considered useful.

The Chaplain of Greenwich Hospital to conduct the religious duties.

Quarterly examinations of boys to be conducted by a competent examiner, to be paid by fees.

Four petty officers on the effective strength of the Navy to be appointed for practical instruction in seamanship. Service in the school to count as time towards pension.

Masts, yards, and sails of a ship to be erected, and boats provided for use on the river.

The dress of the boys to be assimilated to that worn by second-class boys in the Navy.

The number of holidays to be reduced.

The gymnasium to be covered with a light roof.

To enlarge the lavatories and bathing accommodation indoors.

Records of punishments inflicted, and the conduct and career of the boys after they leave the school, to be kept.

A laundry and bakehouse to be erected.

Outfit money to be granted only to boys entering the Royal Navy.

A committee to be appointed to select boys for admission. The Junior Naval Lord to approve of such selections. The head of the Greenwich Hospital branch to conduct the duties and act as secretary to the committee.

A committee of visitation to inspect the school periodically.

In conclusion, we trust that the result of our investigation will prove of service to the Lords Commissioners of the Admiralty in carrying out the proposed reorganisation of Greenwich Hospital School, and we are confidently of opinion that the foregoing recommendations, if efficiently carried out, will tend to restore the school to the purposes originally indicated by the Royal Founders, and at the same time be a means of providing a regular supply of boys to the Royal Navy.

G. O. Trevelyan, Chairman.
Geo. G. Randolph.
J. Woolley.
E. Carleton Tufnell.
G. W. Hillyard.

15 June 1870.

C. Dilkes Loveless,
Secretary.

APPENDIX (A.)

REPORT of the CLERK of the WORKS at Greenwich Hospital on the Erection of a Laundry and Bakehouse for the School.

Sir, Greenwich Hospital, 26 May 1870.

IN accordance with the wishes of the Greenwich Hospital School Committee I have examined the present outbuildings of the School with the view of utilizing them for laundry and other purposes, as set forth in your letter to me.

I understood you to say, in reference to the plan submitted by Messrs. Giles & Biven, that, as regards the workshops which would be required for the several trades, the Committee had come to the conclusion that there was no necessity to erect new buildings, but that there was ample room in the class rooms designated Section B, and other portions, which could be made available for this purpose; I have therefore confined my remarks to suggesting a plan that would, in my opinion, answer the purposes of a laundry, bakehouse, and other accommodation.

I have

I have come to the conclusion that the best site for the erection of buildings suitable for the purpose is that between the kitchen and the boundary wall of Park-row, now occupied by the shoemaker's shop, boys' w.c.'s., &c., and the quarters for the cook. My reason for this is, that as the laundry would require steam power for its appliances, the steam could be made available for cooking purposes in the kitchen, and for heating water used in the kitchen, and in the sculleries for washing up.

The buildings which occupy the proposed site are very old and inconvenient, and would not be worth the trouble of re-adapting. I should therefore recommend their entire removal.

I have prepared a plan showing the distribution of the proposed buildings, and submit the same with this Report.

The whole of the School buildings are at present heated by hot water circulation, and this system is found to answer very well, both as regards the effect produced and economy of fuel. The whole of the pipes in use are of very light construction, and could not, under any circumstances, be used for steam. I am also of opinion that steam is objectionable in inhabited buildings, as the heat distributed is not of such a wholesome character as that produced by hot water; besides, there is a constant unpleasantness produced by the smell emitted from the materials used in connecting the pipes.

In the east lavatory there are three circulating hot-water boilers; two are used for heating the dormitories and class rooms in the winter months, the other is for heating the water for the boys' lavatory and ablution purposes. One man is employed in the lavatory to regulate the washing-basin apparatus, distribute the hot water into the mixing tank, and correct its temperature for use. He also attends to the stoking of the boilers, and keeping the place clean, and performs some trifling duties in connection with the School.

The amount of fuel consumed in these boilers is very small, and the attention required in stoking such, that whoever superintends the lavatory would be able, without difficulty, to perform the stoking. I may also state that, taking an average of years, the boilers for heating the dormitories are not in use more than about five months in each year, and, for hot water, about six months; they are constructed upon a principle of heating by a process of very slow combustion, so that stoking occasionally during the day, and carefully "banking" up the fire at the time of leaving off work in the evening, is all that is required, and can easily be performed within the hours of an ordinary working day.

If the east buildings alone, which are nearest to the proposed boiler-room, were heated by steam, the cost of removing the present hot-water pipes and substituting steam pipes would incur an outlay of more than 1,000 *l.*

If the whole of the buildings were proposed to be heated by steam in like manner, an outlay of not less than 4,000 *l.* would have to be incurred.

The question being put to me by Mr. Trevelyan as to the cost of re-constructing the heating apparatus of the buildings, and substituting steam for the present hot-water principle, I answered about 2,000 *l.*; but, having reconsidered the matter, am of opinion that, with the necessary alterations, cutting away and making good, together with the removal of the pipes and supplying others, the cost would be not less than 4,000 *l.*, as above stated.

The removal of the w. c.'s and urinals to the site shown on the plan would, in my opinion, be attended with advantage, inasmuch as they would be under better supervision than at present.

The cook's quarters being abolished, it will be necessary to provide others for him to reside in.

	£.
I estimate the cost in the erection of the buildings at about -	1,700
For the laundry apparatus, engine, boilers, &c. - - -	1,200
Fitting up workshops - - - - - - - - - -	300
	£. 3,200

C. D. Loveless, Esq.

J. G. Loughborough,
Clerk of Works.

Subject to review of the cost, I concur generally in this Report.

A. Clarke,
Director of Works, &c.

APPENDIX (B.)

A RETURN of the Officers and Masters of Greenwich Hospital School, with their present Salaries, Allowances, &c.

Greenwich Hospital Branch, Admiralty, 18th May 1870.

Name.	Age.	Office.	Date of Appointment.	Present Salary.	Money Allowances.	Total Salary and Allowances.	Apartments, or in Receipt of Lodging Money, and Rate.	Whether in Receipt of Allowances in kind.	Remarks.
				£. s. d.		£. s. d.			
Rev. R. Holme, M.A.	43	Principal and chaplain	5 Sept. 1863	500 – –	- - Nil - -	500 – –	Apartments - -	19 tons 2 cwt. of coals.	At maximum.
George S. Bourne -	48	Head master, Nautical School.	1 Jan. „	370 – –	*33*l.* 6*s.* 8*d.* for instruction to pupil teachers.	403 6 8	ditto - -	19 tons 2 cwt. of coals.	In addition to half-pay as Naval Instructor, R.N. *100*l.* per annum for instruction to pupil teachers divided between three masters doing the duty. A.O., 13 October 1859. Salary rising 10*l.* per annnm to maximum of 400*l.*
Edward W. Snell -	37	2nd ditto - -	1 Aug. 1859	187 10 –	- - Nil - -	187 10 –	Lodging money, 15*s.* per week.	- Nil -	Rising 10*l.* per annum to maximum of 220*l.*
Section A.									
Rev. James Hill -	62	Head master, Section A.	27 Feb. 1844	350 – –	25*l.* special case - 10*l.* 4*s.* 4*d.* small stores. 18*l.* 15*s.* oil lamps - *33*l.* 6*s.* 8*d.* for instruction to pupil teachers.	437 6 –	Apartments - -	19 tons 2 cwt. of coals.	*See* Note above. At maximum salary.
William F. Card -	32	2nd master, ditto -	22 Aug. 1857	155 – –	- - Nil - -	155 – –	Lodging money, 40*l.* per annum.	- Nil -	Rising 7*l.* 10*s.* per annum to maximum of 180*l.*
John W. Tancred -	57	3rd ditto, ditto -	1 Oct. 1845	150 – –	- - Nil - -	150 – –	ditto - -	- Nil -	At maximum.
Thomas G. Aanensen	29	4th ditto, ditto -	11 Dec. 1866	95 – –	- - Nil - -	95 – –	Lodging money, 15*s.* per week.	- Nil -	Rising 5*l.* per annum to maximum of of 120*l.*
Section B.									
Edward Purcell -	48	Head master, Section B.	28 Jan. 1845	300 – –	*33*l.* 6*s.* 8*d.* for instruction to pupil teachers.	333 6 8	Apartments - -	19 tons 2 cwt. of coals.	*See* Note above. At maximum.
Robart Mustart -	33	2nd master, Section B.	2 July 1857	180 – –	†10*l.* for extra teaching	190 – –	Lodging money, 40*l.* per annum.	- Nil -	†30*l.* per annum divided between three masters for extra teaching and duties as Librarian. At maximum salary.

William Wallis -	30	3rd ditto - ditto -	9 Jan. 1864	127 10 –	20 *l.* as organist - † 10 *l.* for extra teaching.	157 10 –	Lodging money, 15 *s.* per week.	- Nil -	† *See* Note above. Rising 7 *l.* 10 *s.* per annum to maximum of 150 *l.*
George Williams -	24	4th ditto - ditto -	9 Oct. 1867	90 – –	- - Nil - -	90 – –	- ditto - -	Nil -	Rising 5 *l.* per annum to maximum of 120 *l.*
SECTION C.									
Henry R. Baillie -	62	Head master, Section C.	9 Mar. 1843	300 – –	- - Nil - -	300 – –	Apartments - -	19 tons 2 cwt. of coals.	At maximum salary.
Albert Escott -	30	2nd master - ditto -	21 Aug. 1858	180 – –	- - Nil - -	180 – –	Lodging money, 40 *l.* per annum.	- Nil -	At maximum salary.
James Baker -	27	3rd ditto - ditto -	20 Nov. 1861	135 – –	† 10 *l.* for extra teaching.	145 – –	Lodging money, 15 *s.* per week.	- Nil -	† *See* Note above. Rising 7 *l.* 10 *s.* per annum to maximum of 150 *l.*
George C. Pulsford	27	4th ditto - ditto -	15 Sept. 1865	100 – –	- - Nil - -	100 – –	- ditto - -	- Nil -	Rising 5 *l.* per annum to maximum of 120 *l.*
—	–	Drawing master -	- -	- -	- - 45 *l.* - -	45 – –	- Nil -	- Nil -	The drawing master is allowed 10 *s.* a lesson, and travelling expenses. The amount not to exceed 45 *l.* per annum.
Allowances to masters for delivering lectures and giving instruction to boys in marine surveying.	–	- - - - -	- -	110 – –	- - - -	110 – –	- - - -	- -	The masters giving lectures and instructing boys in marine surveying are also allowed 10 *s.* 6 *d.* each lecture, and 10 *s.* each survey. The estimated expenditure under this head for the year 1870–71 is 110 *l.*
Francis Quésnel -	57	French master -	23 Dec. 1858	250 – –	- - Nil - -	250 – –	Neither - -	- Nil -	At maximum salary.
CLERICAL STAFF.									
Francis Huskisson -	43	Clerk in charge -	19 Jan. 1845	315 – –	- - Nil - -	315 – –	Apartments - -	- Nil -	Rise of 15 *l.* per annum to maximum of 450 *l.*
Edward A. Domville	41	Clerk - - -	6 April 1847	270 – –	- - Nil - -	270 – –	- ditto - -	- Nil -	Rising 15 *l.* per annum to maximum of 300 *l.*
James Smith - -	55	2nd mate of victualling.	14 Mar. 1864	100 – –	30 *l.* commutation for house-rent, &c.	130 – –	- Nil -	- Nil.	
MEDICAL OFFICER.									
James Vaughan -	57	Medical officer -	1 April 1870	* 150 – –	- - Nil - -	150 – –	At present on lodging money until apartments are allotted to him.	- Nil -	* In addition to retired pay as Staff Surgeon, R.N.
				4,415 – –	278 19 4	4,693 19 4			

Note.—By Admiralty Letters of the 26th November and 3rd December 1861, all masters appointed in future are not to be entitled to superannuation.

APPENDIX (C.)

RETURN showing the Nurses, Servants, Labourers, and others employed at Greenwich Hospital School and School Infirmary.

Greenwich Hospital, 18 May 1870.

Name.	Age.	Situation.	Date of Entry.	Wages per Annum.	Money Allowances.	Total.	If allowed Apartments.	Allowances in Kind and Value.	If entitled to Pension from Greenwich Hospital.	Remarks.
				£. s. d.	£. s. d.	£. s. d.				
William Cawthorn	46	Master tailor	30 Jan. 1860	70 – –	– – –	70 – –	No	One suit of clothes a year, and great-coat every two years, value 3*l.* 18*s.* 6*d.*	No.	
Journeymen tailors, six in number.	–	Tailors	– –	46 19 – each.	– –	281 14 –	No	Nil	– –	Employed in repairing boys' clothes.
George Laidler	44	Master shoemaker	25 Nov. 1868	73 – –	– –	73 – –	No	Nil	No.	
Journeymen shoemakers, seven now employed.	–	Shoemakers	– –	piece work estimated at	– –	260 – –	No	Nil		Employed in repairing boys' boots.
William Robinson	63	Warden, school gate.	23 Feb. 1846	68 5 –	– –	68 5 –	Occupies lodge at school gate, with allowance of coals, wood, and candles.	The warden, assistant warden, eight drillmasters, and bandmasters are allowed one suit of clothes every year, and a great-coat every two years, value 3*l.* 18*s.* 6*d.* each. Total for the above eleven, 43*l.* 3*s.* 6*d.*	Note.—It is directed by Admiralty Letters of 16th September 1830, and 1st February 1862, that all school servants hired after the former date shall not be entitled to anything when no longer fit for duty.	Appointed warden 14th July 1863. His previous service was as a drillmaster.
Samuel Pendrell	45	Assistant warden	1 April 1866	45 12 6	– –	45 12 6	No			
William Howcroft	67	Head drillmaster	31 Aug. 1841	60 – –	– –	85 – –	The Drillmasters are allowed apartments, called cabins, with coals, wood, and candles.			
		Teaching Gymnastics		20 – –						
		Chapel clerk		5 – –						
John Small	52	Drillmaster	14 July 1860	60 – –	– –	70 – –				
		For assisting in dining hall and kitchen		10 – –						
John Stubbs	55	Drillmaster	26 April 1855	60 – –	– –	60 – –				
John Smith (I)	52	Ditto	22 April 1859	60 – –	– –	60 – –				
Joseph Miles	49	Ditto	18 Sept. 1862	60 – –	– –	60 – –				
Samuel Clissold	51	Ditto	16 July 1863	60 – –	– –	60 – –				
John Sparks	41	Ditto	19 Aug. 1866	60 – –	– –	60 – –				
John Smith (II)	42	Ditto	16 Oct. 1868	60 – –	– –	60 – –				
John Wilkinson	52	Bandmaster	17 Jan. 1848	60 – –	5 8 4	71 18 4	No			
		For teaching singing		5 – –	in lieu of small stores.					
		For care of drums		1 10 –						
Charles Tilbrook	55	Cook	26 Nov. 1864	60 – –	– –	60 – –	Apartments, with coals, wood, and candles.	Nil		Served as cook's mate of Greenwich Hospital from 9th December 1861, until his appointment to the school.
Thomas Baker	51	Assistant cook	1 April 1866	45 12 6	– –	45 12 6	No	Nil		
Joseph Farmer	43	Butcher	16 April 1866	39 10 10	– –	39 10 10	No	Nil		
William Pennell	46	Kitchen labourer	13 April 1870	39 10 10	– –	39 10 10	No	Nil		

Edwd. J. Baird	42	Petty officer	21 Sept. 1867	45 12 6	-	-	45 12 6	- No -	- Nil -	- No.	
William Upton	37	Messenger (Sick Attendant)	1 April 1866 / 24 Nov. 1862	45 12 6	-	-	45 12 6	- No -	- Nil -	- No.	
James Thorne	32	Labourer, messenger.	10 Dec. 1865	45 12 6	-	-	45 12 6	- No -	- Nil -	- No -	Transferred from hospital to school establishment, 1st April 1870.
Charles Fletcher	31	Labourer, for general duties.	1 Oct. „	45 12 6	-	-	45 12 6	- No -	- Nil -	- No.	
Caleb Johnson	37	- ditto - -	„ „	45 12 6	-	-	45 12 6	- No -	- Nil -	- No.	
John Portmore	55	- ditto - -	„ „	45 12 6	-	-	45 12 6	- No -	- Nil -	- No.	
Chas. Bennett	50	- ditto - -	11 „ „	45 12 6	-	-	45 12 6	- No -	- Nil -	- No.	
James Maxted	44	- ditto - -	1 April 1866	45 12 6	-	-	45 12 6	- No -	- Nil -	- No.	
Edmund Felstead	37	- ditto - -	25 March 1867	45 12 6	-	-	45 12 6	- No -	- Nil -	- No.	
William Rowe	49	- ditto - -	27 „ „	45 12 6	-	-	45 12 6	- No -	- Nil -	- No.	
James Tinklin	35	Labourer, at Store	5 April 1870	45 12 6	-	-	45 12 6	- No -	- Nil -	- No -	Labourer for provisions and stores transferred from hospital to school establishment, 1st April 1870.
John Durrant	44	Labourer, for general duties.	22 May 1869	39 2 6	-	-	39 2 6	- No -	- Nil -	- No.	
Edward Colbert	42	- ditto - -	„ „	39 2 6	-	-	39 2 6	- No -	- Nil -	- No.	
John Newman	49	- ditto - -	24 Nov. „	39 2 6	-	-	39 2 6	- No -	- Nil -	- No.	
John Mortimore	59	Barber - -	22 Oct. 1865	45 12 6	-	-	45 12 6	- No -	- Nil -	- No.	
William Dann	53	Engineer, for Lavatories.	4 Oct. 1862	100 7 6	-	-	100 7 6	- No -	- Nil -	- No.	
John Winter	38	Stoker, for Lavatories.	1 April 1866	63 17 6	-	-	63 17 6	- No -	- Nil -	- No.	
George Speller	53	Stoker, for Kitchen.	29 Nov. 1862	63 17 6	-	-	63 17 6	- No -	- Nil -	- No.	
John May	45	Labourer, for carding mattresses.	31 July 1868	39 2 6	-	-	39 2 6	- No -	- Nil -	- No -	Transferred from hospital to school establishment, 1st April 1870.
Amelia Cole	49	Washer and Seamstress, ditto	22 May 1867	31 6 –	-	-	31 6 –	- No -	- Nil -	- No -	
Mary A. Wilkinson	52	School Matron	9 Dec. 1865	41 1 3	-	-	41 1 3	Apartments with coals, wood, and candles.	- -	-	Mrs. Wilkinson is entitled to a pension of 19 *l.* per annum for her service as a nurse in Greenwich Hospital. This pension is not received whilst she is employed at the school.
Elizabeth Tomlin	44	Laundress	30 Aug. 1867	45 12 6	-	-	45 12 6	- No -	- Nil -	- No.	
Martha Holman	56	Seamstress	22 May 1869	31 6 –	-	-	31 6 –	- No -	- Nil -	- No.	
Ann Taylor	54	- ditto - -	9 Oct. 1862	31 6 –	-	-	31 6 –	- No -	- Nil -	- No.	
Mercy Hodges	60	- ditto - -	3 Aug. 1859	31 6 –	-	-	31 6 –	- No -	- Nil -	- No.	
Sarah Brown	34	- ditto - -	21 Oct. 1867	31 6 –	-	-	31 6 –	- No -	- Nil -	- No.	
Harriet Miles	40	- ditto - -	7 July 1868	31 6 –	-	-	31 6 –	- No -	- Nil -	- No.	
Sophia Hopkins	41	- ditto - -	29 June 1866	31 6 –	-	-	31 6 –	- No -	- Nil -	- No.	
Mary A. Smith	47	- ditto - -	1 Oct. „	31 3 –	-	-	31 6 –	- No -	- Nil -	- No.	
Caroline Reynolds	28	- ditto - -	1 April 1869	31 6 -	-	-	31 6 -	- No -	- Nil -	- No.	
Charles Piggott	50	Working foreman of bakers.	11 Jan. 1846	75 12 2	-	-	75 12 2	Apartments, with coals and wood.	- Nil -	- No -	Transferred from hospital to school establishment, 1st April 1870, by Admiralty Order of 12th March 1870.
Robert Coddington	40	Journeyman baker	4 May „	59 19 4	-	-	59 19 4	- Nil -	- Nil -	- No -	
							3,006 5 9				

APPENDIX (C.)—RETURN showing the Nurses, Servants, Labourers, and others employed at Greenwich Hospital School and School Infirmary—*continued.*

Name.	Age.	Situation.	Date of Entry.	Wages per Annum.	Money Allowances.	TOTAL.	If allowed Apartments.	Allowances in Kind and Value.	If entitled to Pension from Greenwich Hospital.	REMARKS.
					SCHOOL INFIRMARY.					
				£. s. d.	£. s. d.	£. s. d.				
John Rossiter -	41	Dispenser -	13 Aug. 1866	55 1 8	- -	55 1 8	Apartments -	- Nil -	Not entitled to any increase of pension.	Mr. Rossiter receives the difference between his pension of 64 *l.* 18 *s.* 4 *d.* as assistant dispenser of Greenwich Hospital and 120 *l.* per annum.
Thomas McDonald	37	Sick Attendant -	10 Jan. 1867	45 12 6	- -	45 12 6	One room -	One suit of clothes, a year, value 2 *l.* 17 *s.*	- No -	Transferred from hospital to school establishment, 1st October 1869.
Mary Straw - -	61	Infirmary Cook	6 Feb. 1862	30 8 4	- -	30 8 4	One room -	- Nil -	- No.	
Catherine Clarke -	43	Head Nurse -	2 Jan. 1866	50 3 9	- -	50 3 9	Apartments, with coals and wood.	- Nil -	- -	Mrs. Clarke is entitled to a pension of 8 *l.* per annum for her service as a nurse in Greenwich Hospital. This pension is not paid whilst she is employed at the school.
Elizabeth Daw -	37	Nurse - -	26 Mar. 1867	33 9 2	- -	33 9 2	One room, with coals and wood.	- Nil -	- No.	
Harriett Cotterell -	28	Ditto - -	30 Mar. 1869	33 9 2	- -	33 9 2	ditto -	- Nil -	- No.	
Sarah Bennett -	47	Ditto - -	22 Oct. „	33 9 2	- -	33 9 2	ditto -	- Nil -	- No.	
Maria Russ - -	–	Temporary Nurse	1 April 1870	- -	- -	- -	- -	- -	- -	Temporarily employed by order of the Director General, to attend during the prevalence of measles.
						281 13 9				
Total Number - 70			TOTAL, School and School Infirmary £.			3,287 19 6				

F. Huskisson, Clerk in Charge.

APPENDIX (D.)

GREENWICH SCHOOL.

EXPENDITURE for the Years 1866-1867, 1867-68, and 1868-69; Estimate for 1869-70; Average Number of Boys borne during those years; and Average Cost per Boy.

	1866-67.	1867-68.	1868-69.	Estimate 1869-70.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Salaries and Allowances -	3,540 10 5	3,515 15 4	3,681 19 2	3,747 - -
Rents, Rates, Taxes, Gas, and Water.	562 18 7	574 12 2	402 8 9	404 - -
Gas - - - - - -	- -	- -	197 9 3	180 - -
Contingencies. Washing - -	764 19 1	824 11 -	817 3 7	850 - -
Contingencies. Other Payments -	1,270 3 -	769 16 1	873 6 7	873 - -
Wages to Labourers, Nurses, and Attendants.	3,409 15 6	3,476 1 1	3,448 8 3	3,266 - -
Repairs and Maintenance of Buildings.	1,313 5 3	2,280 17 8	1,223 16 1	1,376 - -
Provisions, Clothing, Bedding, and Stores.	10,531 14 5	12,294 15 2	12,511 16 1	12,126 - -
Medicines and Surgical Instruments (included with Hospital Medicines, &c.)	- -	- -	- -	100 - -
Superannuation Allowances to Masters, Nurses, and Servants.	237 - 7	335 11 5	335 9 4	335 - -
TOTALS - - -	21,630 6 10	24,071 19 11	23,491 17 1	23,257 - -
Average Annual Cost of School.	- -	£.23,112 15 11		—
Average Number of Boys borne.	790	790	793	794
Average Cost per Boy -	- - - - -	£.29 3 10		

APPENDIX (E.)

Greenwich Hospital School, 8 June 1870.

A RETURN showing the Rank of the Fathers of the Boys at present in Greenwich Hospital School.

Sons of Commissioned Officers, Royal Navy	6
,, Engineers and Assistant Engineers	12*
,, Warrant Officers, Gunners, Boatswains, and Carpenters	129
,, Petty Officers	239
,, Seamen, &c.	166
,, Commissioned Officers, Royal Marines	1
,, Non-commissioned Officers, Royal Marines	83
,, Privates, &c., Royal Marines	74
,, Officers of Coast Guard and Cruizers	5
,, Petty Officers of Coast Guard and Cruizers	13
,, Men of Coast Guard and Cruizers	5
,, Masters of the Merchant Service	46
,, Mates of the Merchant Service	14
,, Pilots of the Merchant Service	1
,, Masters of Victualling Yard Hoys	1
Total Number	795

* Including the son of an engineer of the late Indian Navy.

Of the above petty officers and seamen of the Royal Navy, 13 have also served as chief officers, 109 as petty officers, and 38 as boatmen of the Coast Guard; and of the Marines, 14 have served as petty officers, and 18 as seamen, &c.; subsequently to their discharge from the corps.

ABSTRACT.

19	Sons of Commissioned and Subordinate Officers, Royal Navy.
130	,, Warrant Officers, Gunners, Boatswains, and Carpenters.
83	,, Non-commissisned Officers, Royal Marines.
239	,, Petty Officers, Royal Navy.
18	,, Officers and Petty Officers in the Coast Guard.
61	,, Masters and Mates in the Mercantile Marine.
550	
245	Sons of Seamen, &c., in the Royal Navy, and Privates in the Royal Marines.
Total - 795	

MINUTE of the Board of Admiralty on the foregoing Report.

MY Lords have had before them the Report of the Committee on Greenwich Hospital School.

With reference to Chapter III., the Junior Naval Lord should be Chairman of the Committee of Selection.

The sons of Royal Naval Reserve men eligible to the benefits of Greenwich Hospital are included in Clause 5 of Chapter IV., but a foot-note in the Regulations might mention this.

Note also that in selecting boys for admission to the school, special consideration will be given to length of service of the fathers at sea.

As to sons of commissioned and other officers, the Regulations are to be worded that they are not absolutely excluded, provided that the peculiar circumstances of their cases render them eligible for this charity.

Substitute "Selected" Division for "Nautical."

As to the last paragraph of Chapter IV., it must be made clear that no boy physically unfit for sea service is admitted to the school. Total orphans have the first claim on the school.

Washing their clothes is to be one of the domestic duties to be done by the boys.

The question as to bandsmen (page 9), will require further consideration, they not being continuous service men.

Subject to the above amendments, the Report is approved.

Thank the Committee and Secretary for the care they have taken in preparing so valuable a Report. Communicate this specially to the non-official members of the Committee.

(signed) *Vernon Lushington.*

GREENWICH HOSPITAL SCHOOL.

COPIES of the Report of the Committee appointed to inquire into the present Condition, Cost, and Utility of Greenwich Hospital School; and, of the Minute of the Board of Admiralty thereon.

(*Mr. Baxter.*)

Ordered, by The House of Commons, *to be Printed,*
5 *July* 1870.

334.

Under 3 *oz.*

IRON-PLATED SHIPS AND BATTERIES.

RETURN to an Order of the Honourable The House of Commons, dated 12 July 1870;—*for,*

A RETURN "of all IRON-PLATED SHIPS and BATTERIES now Building, or ordered to be Built, in the Year 1870, in the following form (and in continuation of Parliamentary Paper, No. 383, of Session 1869)."

Names.	By whom Designed.	Name of Builder.	Number of Guns.	Tonnage	Load Displacement in Tons.	Horse Power.	Name of Engine Maker.	If Engines on Improved Expansive Plan, and Surface Condensers.	Draught of Water Estimated.		Length.		Breadth.		Hull, whether of Wood or Iron.
									Forward.	Aft.	Between Perpendiculars.	Of Keel for Tonnage.	Extreme.	For Tonnage.	

Whether Wholly Armour-clad or Partially.	Date when Launched, or probable Date of Launching.	Estimated Date of Completion ready for Commissioning.	If a Broadside Ship, or Fitted with Captain Coles' Revolving Turrets.	Estimated First Cost of Vessels Building in Her Majesty's Dockyards and in Private Yards.			Total Cost of Vessels Building in Her Majesty's Dockyards and Private Yards, when Completed.			Incidental and Establishment Charges (Hull and Engines).	Remarks.
				Hull, inclusive of Fittings.	Engines, inclusive of Fittings.	Total.	Hull, inclusive of Fittings.	Engines, inclusive of Fittings.	Total.		

Admiralty, 4 August 1870.

T. JAMES,
pro Chief Clerk.

(*Mr. Laird.*)

Ordered, by The House of Commons, *to be Printed.*
6 *August* 1870.

RETURN OF ALL IRON-PLATED SHIPS AND BATTERIES - - - - - - - - - - - -

NAMES.	By whom Designed.	Name of Builder.	Number of Guns.	Tonnage.	Load Displacement in Tons.	Horse Power.	Name of Engine Maker.	If Engines are Improved Expansive Plan and Surface Condensers.	Draught of Water Estimated. Forward.	Draught of Water Estimated. Aft.	Length. Between Perpendiculars.	Length. Of Keel for Tonnage.	Breadth. Extreme.	Breadth. For Tonnage.
									Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
Sultan - -	Controller's Department.	Mr. Thornton, Master Shipwright, H. M.'s Dockyard, Chatham.	12	[illegible]	(a) 8,899	1,200	Penn -	Yes -	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Captain - -	Messrs. Laird & Captain Coles.	Laird Brothers - - -	6	[illegible]	(a) 6,945	900	Laird -	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Glatton -	Controller's Department.	Mr. Thornton, Master Shipwright, H. M.'s Dockyard, Chatham.	[illegible]	[illegible]	(b) 4,855 / 5,179 (c)	500	Laird	Yes	(b) [illegible] / [illegible] (c)	(b) [illegible] / [illegible] (c)	[illegible]	[illegible]	[illegible]	[illegible]
Swiftsure - -	- ditto -	Palmer's Company -	13	[illegible]	(a) 6,522	800	Maudslay -	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Triumph -	- ditto - -	Palmer's Company - - -	14	3,893	(a) 6,522	800	Maudslay -	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Iron Duke - -	- ditto - -	Mr. Fincham, Master Shipwright, H. M.'s Dockyard, Pembroke.	14	3,787	(a) 5,899	800	Ravenhill -	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Audacious - -	- ditto - -	Napier and Sons - -	14	3,774	(a) 5,899	800	Ravenhill -	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Invincible -	- ditto - -	Napier and Sons -	14	3,774	(a) 5,899	800	Napier -	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Vanguard - -	- ditto -	Laird Brothers - -	14	[illegible]	(a) 5,899	800	Laird -	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hotspur - -	- ditto - -	Napier and Sons -	[illegible]	[illegible]	(a) 4,331	600	Napier	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Fury - - -	Chief Constructor's Department.	Mr. Saunders, Master Shipwright, H. M.'s Dockyard, Pembroke.	1	[illegible]	(a) 10,464	1,000	Engines not ordered.	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Repulse - -	- ditto - -	Mr. Ladd, Master Shipwright, H. M.'s Dockyard, Woolwich.	12	3,749	(a) 6,190	800	Penn - -	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Rupert - -	Controller's Department.	Mr. Thornton, Master Shipwright, H. M.'s Dockyard, Chatham.	[illegible]	3,159	(a) 5,322	700	Napier -	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Devastation -	- ditto - -	Mr. Robinson, Master Shipwright and Engineer, H. M.'s Dockyard, Portsmouth.	4	4,406	(a) 9,062	800	Penn - -	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Thunderer - -	- ditto - -	Mr. Saunders, Master Shipwright, H. M.'s Dockyard, Pembroke.	4	[illegible]	(a) 9,062	800	Humphrys & Tennant.	Yes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

FLOATING BATTERIES:

None Building or ordered to be Built.

(a) This is the estimated load displacement.

(b) Estimated load displacement and draught of water for exclusive purposes.

(c) Estimated load displacement and draught of water for [illegible] purposes.

NOW BUILDING, OR ORDERED TO BE BUILT, IN THE YEAR 1870.

Hull, whether of Wood or Iron.	Whether Wholly Armour-clad or Partially.	Date when Launched, or probable Date of Launching.	Estimated Date of Completion ready for Commissioning.	If a Broadside Ship, or Fitted with Captain Coles' Revolving Turrets.	Estimated First Cost of Vessels Building in Her Majesty's Dockyards and in Private Yards.			Total Cost of Vessels Building in Her Majesty's Dockyards and Private Yards, when Completed.			Incidental and Establishment Charges (Hull and Engines).	NAMES.
					Hull, inclusive of Fittings.	Engines, inclusive of Fittings.	Total.	Hull, inclusive of Fittings.	Engines, inclusive of Fittings.	Total.		
					£.	£.	£.	£.	£.	£.		
Iron -	Partially (*d*) -	31 May 1870	Dec. 1870 -	Broadside -	320,000	74,550	394,550	- -	Not completed	- -		Sultan.
Iron -	Completely plated to main deck; poop and fore castle not plated.	27 Mar. 1869	Completed 16 April 1870.	Coles' Turrets	(*e*) 276,500	58,500	(*e*) 335,000	(*g*) 277,618	(*i*) 57,900	335,518		Captain.
Iron -	Wholly -	Jan. 1871	Jan. 1871 -	Coles' Turret	143,666	29,572	173,238	- -	Not completed	- -		Glatton.
Iron sheathed with wood.	Partially (*d*) -	15 June 1870	Mar. 1871 -	Broadside -	(*e*) 192,681	48,916	(*e*) 241,597	- -	Not completed	- -		Swiftsure.
Iron sheathed with wood.	Partially (*d*) -	20 Nov. 1870	June 1871 -	Broadside -	(*e*) 192,681	48,876	(*e*) 241,557	- -	Not completed	- -		Triumph.
Iron -	Partially (*d*) -	1 Mar. 1870	Oct. 1870 -	Broadside -	200,008	(*f*) 49,623	249,631	- -	Not completed	- -		Iron Duke.
Iron -	Partially (*d*) -	27 Feb. 1869	Sept. 1870 -	Broadside -	(*e*) 174,557	52,360	(*e*) 226,917	- -	Not completed	- -		Audacious.
Iron -	Partially (*d*) -	29 May 1869	Oct. 1870 -	Broadside -	(*e*) 174,557	51,520	(*e*) 226,077	- -	Not completed	- -		Invincible.
Iron -	Partially (*d*) -	3 Jan. 1870	Sept. 1870 -	Broadside -	(*e*) 196,259	53,500	(*e*) 249,759	- -	Not completed	- -		Vanguard.
Iron -	Partially (*d*) -	19 Mar. 1870	Oct. 1870 -	Fixed Turret	(*e*) 124,607	36,080	(*e*) 160,687	- -	Not completed	- -		Hotspur.
Iron -	Partially (*d*) -	Not commenced building -		Coles' Turrets	269,000	Estimated cost not given, as the tenders for the construction of these engines have not yet been made.		- -	- - Not completed	- -		Fury.
Wood -	Partially (*d*) -	25 April 1868	Completed 8 March 1870.	Broadside -	179,042	27,919	206,961	(*h*) 195,977	27,393	223,370		Repulse.
Iron -	Partially (*d*) -	Feb. 1872	Sept. 1872 -	Coles' Turret	169,000	58,500	227,500	- -	Not completed	- -		Rupert.
Iron -	Partially (*d*) -	Not fixed -	Sept. 1872 -	Coles' Turrets	236,000	60,400	296,400	- -	Not completed	- -		Devastation.
Iron -	Partially (*d*) -	Mar. 1872	Sept. 1872 -	Coles' Turrets	236,000	46,500	282,500	- -	Not completed	- -		Thunderer.

The Incidental and Establishment Charges have not yet been calculated, and therefore this column cannot be filled up.

(*d*) This word applies only to the parts of the ships above the main deck. They are all completely plated up to that deck.
(*e*) This is the contract price, and includes masts and yards, &c., and fitting the ship for sea, except providing rigging, armament, and stores.
(*f*) Includes the cost of steel blades for one propeller.
(*g*) 7,650*l*. balance not yet paid.
(*h*) Includes 40,902*l*. value of line-of-battle ship adapted to armour plated frigate.
(*i*) 600*l*. balance not yet paid.

RETURN of all IRON-PLATED SHIPS and BATTERIES now Building, or ordered to be Built (in continuation of Parliamentary Paper, No. 383, of Session 1869).

(*Mr. Laird.*)

Ordered, by The House of Commons, *to be Printed,*
6 *August* 1870.

421.

Under 1 *oz.*

PORTSMOUTH DOCKYARD.

RETURN to an Order of the Honourable The House of Commons, dated 31 May 1870;—*for*,

COPY "of any CORRESPONDENCE between the Admiralty and Rear Admiral *A. C. Key*, on the subject of his Removal from PORTSMOUTH DOCKYARD."

Admiralty, 10 June 1870.

THOS. WOLLEY, Chief Clerk.

Mr. *Vernon Lushington* to Rear Admiral *Key*, C.B.

Sir, Admiralty, 24 May 1870.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you that you have this day been appointed second in command of the Mediterranean Squadron, with charge of Malta Dockyard, the warrant for which is herewith inclosed.

The Director of Transports will communicate with you as to your passage.

I am, &c.
(signed) *Vernon Lushington.*

Rear Admiral Astley Cooper Key, C.B.,
Portsmouth Dockyard.

BY the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, to Rear-Admiral *Astley Cooper Key*, C.B., hereby appointed Admiral Superintendent of Her Majesty's Dockyard at Malta.

By virtue of the power and authority to us given, we hereby constitute and appoint you Admiral Superintendent of Her Majesty's Dockyard at Malta, to be employed in conducting the business of the said dockyard during pleasure, willing and requiring you to take upon you especially the duties of Admiral Superintendent of the said dockyard, and to obey all such instructions as you may from time to time receive from us for your guidance in the execution of the said duties, strictly charging and commanding all persons subordinate to you to behave themselves, jointly and severally, with all due respect and obedience to you, their said Admiral Superintendent; and for so doing this shall be your warrant.

Given under our hands, and the seal of the office of Admiralty, the 25th day of May 1870, in the 33rd year of Her Majesty's reign.

John Hay,
G. O. Trevelyan.

By command of their Lordships,
Vernon Lushington.

Mr. *Vernon Lushington* to Rear Admiral *Key*, C.B.

Sir, Admiralty, 30 May 1870

My Lords Commissioners of the Admiralty, having appointed you to be second in command of the Mediterranean Squadron, and Superintendent of Malta Dockyard, *vice* Vice Admiral Fanshawe, I am commanded by their Lordships to signify their direction to you to strike your flag on board H.M.S. "Clio," on the evening of Sunday, the 5th June, and to re-hoist it in H.M.S. "Excellent," as second in command of the Mediterranean Squadron, and Superintendent of Malta Dockyard, on Monday morning, the 6th June; having so done, you are to strike your flag and proceed on leave of absence, preparatory to your departure for Malta.

2. On your arrival at Malta, you are to re-hoist your flag on board the "Hibernia," as second in command of the Mediterranean Squadron (under the orders of Admiral Sir Alexander Milne), and Superintendent of Malta Dockyard, *vice* Vice Admiral Fanshawe, and you are to carry out all standing and unexecuted orders which you will receive from the senior officer on the spot.

I have, &c.
(signed) *Vernon Lushington.*

Rear Admiral Key, C.B.

PORTSMOUTH DOCKYARD.

COPY of Correspondence between the Admiralty and Rear Admiral *A. C. Key*, on the subject of his Removal from Portsmouth Dockyard.

(*Sir John Hay.*)

Ordered, by The House of Commons, *to be Printed,* 10 *June* 1870.

RETURN to an Order of the Honourable The House of Commons, dated 4 May 1870;—*for*,

RETURNS "of the Number of OFFICERS of each of the following Ranks, viz., Flag Officers; Captains; Commanders; Lieutenants; and Navigating Officers, on the 1st day of January in the undermentioned Years, in 1816, 1821, 1831, 1841, 1846, 1851, 1856, and 1861, and each succeeding Year; distinguishing Officers on the Active List from those on all other Lists:"

"And, of the Number of CADETS Entered in each Year from 1857 to the present Time."

Admiralty, 13 May 1870.

THOS. WOLLEY, Chief Clerk.

RETURN of the Number of FLAG OFFICERS; CAPTAINS; COMMANDERS; LIEUTENANTS; and NAVIGATING OFFICERS, on the 1st day of January in the Years 1816, 1821, 1831, 1841, 1846, 1851, 1856, 1861, and each succeeding Year; distinguishing Officers on the Active List from those on all other Lists.

YEAR.	FLAG OFFICERS.		CAPTAINS.		COMMANDERS.		LIEUTENANTS.		NAVIGATING OFFICERS.		
	Active List.	Reserved and Retired Lists.	Active List.	*Reserved and Retired Lists.	Active List.	†Reserved and Retired Lists.	Active List.	Reserved and Retired Lists.	Masters Attendant.	Active List.	‡Reserved and Retired Lists.
1816 -	210	32	851	36	813	80	4,053	–	–	692	–
1821 -	190	29	828	27	775	99	3,797	–	–	566	–
1831 -	195	31	814	17	913	280	3,347	–	–	524	–
1841 -	187	Removed to Active List 12 Nov. 1840	683	57	753	300	2,754	–	–	452	–
1846 -	153	- -	720	52	842	296	2,537	–	–	482	–
1851 -	151	79	494	158	829	319	2,162	8	–	420	40
1856 -	100	214	394	217	568	552	1,175	789	–	322	186
1861 -	100	209	346	423	433	646	748	465	14	353	153
1862 -	116	200	347	430	449	679	879	421	14	354	139
1863 -	100	225	350	398	443	695	806	366	14	370	139
1864 -	102	229	347	381	451	691	814	316	14	366	129
1865 -	102	226	297	457	402	852	796	12	14	363	131
1866 -	102	217	300	433	400	851	761	12	15	341	165
1867 -	95	235	296	447	400	833	754	13	15	356	168
1868 -	95	243	291	427	397	794	778	12	16	356	179
1869 -	95	248	293	430	402	764	771	9	17	353	175
1870 -	95	218	292	404	401	715	780	8	14	339	171

* Including Commanders retired with the rank of Captain.

† Including Lieutenants retired with the rank of Commander.

‡ Including Navigating Officers retired with the rank of Commander and Captain.

RETURN showing Number of CADETS Entered in each Year from 1857 to 1870, inclusive.

Year.	Cadets Entered.			Year.	Cadets Entered.		
	Naval.	Navigating.	TOTAL.		Naval.	Navigating.	TOTAL.
1857 - - -	105	15	120	1864 - - -	169	40	209
1858 - - -	141	31	172	1865 - - -	176	10	186
1859 - - -	236	62	298	1866 - - -	160	- -	160
1860 - - -	179	57	236	1867 - - -	136	39	175
1861 - - -	174	65	239	1868 - - -	116	24	140
1862 - - -	189	76	265	1869 - - -	89	21	110
1863 - - -	171	62	233	1870 (half year only)	27	- -	27

NAVY (OFFICERS).

RETURNS of the Number of Officers of each of the following Ranks, viz., Flag Officers; Captains; Commanders; Lieutenants; and Navigating Officers on 1 January in the Years 1816, 1821, 1831, 1841, 1846, 1851, 1856, and 1861, and each succeeding Year; distinguishing Officers on the Active List from those on all other Lists; and, of the Number of Cadets Entered in each Year from 1857 to the present Time.

(*Mr. John Benjamin Smith.*)

Ordered, by The House of Commons, *to be Printed,*
16 *May* 1870.

RETURN to an Order of the Honourable The House of Commons, dated 19 May 1870;—*for*,

COPY "of a MEMORANDUM addressed by Mr. *W. S. Lindsay* to the First Lord of the Admiralty on 'The NAVY and its Sources of Supply as regards OFFICERS and SEAMEN;' with a Copy of REMARKS thereon by Rear Admiral Sir *B. J. Sulivan*, K.C.B."

Admiralty, 19 May 1870.

THOS. WOLLEY, Chief Clerk.

THE NAVY AND ITS SOURCES OF SUPPLY AS REGARDS OFFICERS AND SEAMEN.

MEMORANDUM from Mr. *W. S. Lindsay* to the Right Honourable *Hugh C. E. Childers*, M.P., First Lord of the Admiralty.

WE possess elements of power not enjoyed by any other country; these and our wealth are in a great degree the true measure of our strength. Let us then consider how we can best utilise them in the emergency of war, so as to render less necessary the maintenance during peace of an expensive standing force, which interferes with our industry, the source of our wealth, and by increased and permanent taxation curtails our means, and consequently our power in the time of need. Voting supplies for war during the time of peace, so far from resembling the premium of insurance which prudent men pay for the protection of their property, a too common argument in favour of extravagant estimates, should, I think, rather be considered as depreciating the value of the stock which we ought to husband. If we had saved only two millions sterling every year out of the Army and Navy Estimates since 1815, and allowed them to fructify in the hands of the people, or appropriated them towards the reduction of the National Debt; or had we created a reserve fund against possible war, that comparatively small yearly sum, accumulating with interest and compound interest at the rate of 3½ per cent. per annum, would now have placed at our disposal more than three hundred and twenty millions, which I need hardly say would go a long way towards bringing to a speedy and favourable close almost any European war in which we are likely to be engaged.

The Navy Estimates.

When I entered Parliament in 1853, our Navy Estimates were under seven millions, but since the close of the Crimean War, or during the last 12 years of peace, they have never been less than ten millions, though in some years previous to 1853, they were only about half that amount. Since 1853, it is true, the increased naval expenditure of France constituted a cause, or at least was made a not altogether unreasonable excuse, for voting large sums of money for our Navy and for fortifications. The "reconstruction" of our fleet was another, and, I think, a more valid excuse. Then we had the old standing excuse of the necessity of maintaining large squadrons "to protect our commerce." But we do not require fleets to put down the very few pirates and other marauders who still haunt the ocean, or rather the coasts of semi-barbarous countries; and it is only in parts of the world where governments

are weak and people are, at times, disposed to take the law into their own hands, as, for instance, in some portions of South America, China, and Japan, that we require to retain on the spot, or in the vicinity, a naval force sufficient to protect the British merchants settled in these places and the commerce we carry on with them. If civilised nations, or nations strong enough to put down the lawless acts of their subjects, attempted to molest our commerce, the captains of our ships of war would not, unless under very extraordinary circumstances, be allowed to retaliate without first communicating with the Admiralty who would dispatch from our reserves sufficient force to redress our wrongs, if they could not otherwise be righted. Steam and electricity have within the last few years most materially facilitated our means of communicating rapidly with all parts of the world, and have enabled us to place at almost any given point, a force sufficient to indicate our rights in half the time we should have taken even in 1853. If, therefore, 6,800,000 *l.* was then enough for the purposes of our Navy, its "reconstruction" cannot have justified, since 1857, an average yearly outlay of nearly double that sum, nor does it now justify even the reduced expenditure of 10,000,000 *l.* during the present financial year. Can we not with prudence (though I suppose it must be done by degrees, so as not to disturb the peace of mind of those who always live in dread of invasion) reduce the cost of our standing Navy to somewhere about 7,500,000 *l.* a year?* I think we might. In considering this question, may I ask if it be necessary to continue to maintain all the large and expensive squadrons now stationed in various parts of the world? For instance, we have 17 ships of war, four of them of the largest and most powerful class, with 4,000 men on board, cruising about the Mediterranean, or more frequently anchored off Malta. The object of that fleet is, I presume, to protect our now limited possessions in that part of the globe, and to see that treaties are respected and our commerce not molested; but if anything were to arise likely to lead to a breach of the peace, the First Lord of the Admiralty would be almost sure to hear of it before the commander-in-chief of the squadron. Civilised nations do not, however, in these days, either violate treaties, pounce on other people's territory, or capture their merchant ships, without notice; and should they attempt such outrages in secret or by stratagem, telegraphs and a free press would be sure to defeat their object

Can they be reduced?

To what extent.

Our Navy during peace.

I fear that in our policy and naval arrangements, during the last 12 years, we have been guided more by things as they were than as they are, and that hitherto we have not sufficiently considered the rapid progress of events. Recently we have with great wisdom made it publicly known that neither our minister, consuls, nor commanders in China shall take hostile measures without distinct instructions from home, unless the lives and property of our people are in imminent danger; yet we still maintain 28 ships of war on that station with a complement of 3,500 men, a force surely more than ample to protect our subjects in the treaty ports, and our ships from any chance of being molested by the miserable remnant of pirates still to be found in those seas.

How employed.

At the Cape of Good Hope and on the West Coast of Africa we have 15 ships with 1,700 men, their chief object, a very laudable one, being the suppression of the infamous traffic in slaves. No doubt they have materially aided in stopping this trade, but civilisation and negociations have done more; while we have increased its horrors by compelling the dealer to pack the poor wretches, whom he transports across the sea, into the narrowest possible space. I am disposed to think that the sacrifice of life amongst our own people, whom we employ on those sickly shores at a heavy annual cost, will go far to outweigh in the scale of humanity the great efforts which we have used, by means of expensive squadrons, to mitigate the evils of the slave trade. I may also ask, is it necessary to keep so many as 10 ships, and 2,000 men, cruising on the shores of the Pacific; and 23 ships, with 3,500 men, on the North American and West Indian Stations?

The question in fact is: What standing force is necessary for a peace navy,

* In relative force, seven and a half millions would perhaps be the measure of a lower estimate than six millions would have been before the introduction of steam, which has very much increased the current expenses of our ships. Wages have also increased during the last 15 years, as well as the price of provisions, &c.

navy, so as to constitute a sufficient nucleus from which a war navy, on emergency, would instantly spring, and which, under all circumstances, would be ample for the other purposes required of it during peace? It must be evident, even to the warmest friends of large peace fleets, that whatever dormant war-power we can employ in industrial pursuits, when not required for the purposes of war, must be a gain to the nation. On the one hand there would be a material relief from taxation, and on the other a material addition, during peace, to our industrial resources. Last year we voted, for the purposes of the Navy, in round numbers, 63,000 men; which, after deducting 3,000 boys in the training ships, 4,000 coast-guardsmen at their stations on shore, and 6,000 marines in barracks, gave 50,000 officers and men for service afloat. If we deduct the 3,000 commissioned officers serving (and I shall, to prevent confusion, attempt to deal with the question of the number of officers hereafter), we have 47,000 men afloat, made up as follows:—

Its present force.

30,000 under the head of "Seamen," including subordinate, warrant, and petty officers, firemen, stokers, &c. &c.
4,000 boys.
3,000 coast-guardsmen.
8,000 marines.
2,000 men employed in troop and transport ships.

These 47,000 men appear to have been employed in the 10 or 12 troop ships and transports, in one line-of-battle ship, in 18 armour-plated frigates, in 30 frigates and corvettes, in 89 sloops and smaller vessels, and in 11 coast-guard ships; but out of that number of men, there may have been employed about 2,000 in the harbour, gunnery, training, surveying, store ships, and tenders. Or, to simplify the matter, we appear to have had, exclusive of the latter class of vessels and of the troop ships and transports, 43,000 seamen employed on board 149 seagoing fighting ships. It would be great presumption on my part to offer any opinion as to whether that number was too many or too few for a peace establishment. The question is one of policy and must rest with the Cabinet, guided, in a great measure, by circumstances and by the reserves of ships and men immediately at command, for it would be felt that the nation which could strike the quickest and heaviest blow when war was declared would have the best prospect of success. But, presuming that the First Lord of the Admiralty thought it advisable and expedient to recommend to his colleagues a reduction for 1870–1, from our peace establishment of 1 line-of-battle ship, 4 armour-plated frigates, 10 frigates and corvettes, and 24 sloops and smaller vessels, thus reducing the fighting ships from 149 to 110, and the men to 35,000, how should we stand for reserves in the emergency of war? That is an all-important question; for, though I am strongly in favour of economy, and would resort to every effort, short of any stain on our national honour to maintain peace, yet I am of opinion that a great and wealthy nation like this must have large means at its disposal for the protection of its subjects and the vindication of its rights.*

Can it be reduced?

To what extent.

In considering the elements of a fresh naval power to be at our disposal, our merchant service, which now employs 180,000 British seamen, is by far the most important. But a grave question here arises—in the event of war, what would be the position of that service? I may be wrong, but I think that were we

Our Reserves.

* From the Report just presented to Congress by the Secretary to the Navy of the United States, it would appear, so far as I can make out, that the naval force of that country consists of 203 war vessels of all sorts, of which 151 are built of wood, 52 are ironclads and monitors, and only 53 vessels of the whole fleet are propelled by steam. Of these—

22 were on the stocks,
25 under repair,
113 laid up in ordinary; and only
43 attached to fleets or in service (of which six are ironclads or monitors), mounting in all 365 guns.

But of the 43 vessels attached to fleets, only 18, according to the Report of the Secretary to the Navy, are fit for real service; and of the 52 ironclads and monitors, 46 appear to be laid up out of commission, and 32 are actually condemned as perfectly worthless.

The peace complement of seamen seems, by the same Report, to be limited to 8,000, which the Secretary thinks should be increased to 12,000. If I am correct in these figures, the reductions I have ventured to suggest are indeed very insignificant. I think, however, that there must be an error in giving 53 as the total number of *steamers*; there are, I have no doubt, double that number of steamers of one sort or another in the United States Navy.—*W. S. L.*

we engaged in hostilities with a power which could send to sea half-a-dozen of smart cruisers, we should, on the one hand, have a too abundant supply of seamen (if they were not transferred with our ships to the flag of neutral nations), and on the other very little maritime commerce to protect. I have been, and I am still, so deeply impressed with the great importance of this question, that, since 1856, I have frequently inquired if the time had not arrived to exempt from capture all private property at sea, contraband of war excepted; and if steam by sea and by land, had not rendered practically useless the practice so injurious to our own interests of blockading during war the *commercial* seaports of an enemy?

First Reserve.

I shall, however, assume that war would make no material change in the position of our Merchant Service, and shall now consider the number of trained men which could be obtained from it and other sources. From the Royal Naval Reserve, I think if the men adhered to their engagements, we might depend, for almost immediate action, on 10,000 out of the 16,000 at present enrolled, as these men are chiefly employed in the coasting and short voyage trades; from the Coast Guard, presuming the same number remained afloat as at present, we could depend on 4,000 thoroughly well trained men; from training ships we should have 1,000 first-class boys, some of whom would be as good as ordinary seamen; and from the Naval Coast Volunteers we could collect a force of 3,000, to substitute for men transferred from harbour and coast ships to sea-going vessels. In all we should have 18,000 well trained seamen as a first reserve. To these we must add our Marine force, which at present consists of 6,000 men on shore, or over 14,000 afloat and on shore. Here I may remark that in future warfare, good artillerymen will be of greater value to us than good seamen, though nothing can excel the two combined. For this reason, I should increase the Marines from 14,000 to 21,000, reducing the troops of the line by a like number, 7,000; and I should employ them to garrison our seaports, and train them to boat, gun, and gunboat exercises; arranging them so that they should serve afloat one in three or two in every six years. In peace, we should thus have always 7,000 serving in our ships of war, and 14,000 in the different seaports and coast stations. In war the whole force could be embarked, if wanted, and the places of those taken from shore filled by the militia, volunteers, and volunteer artillery. If the volunteer forces are to be of the value we anticipate, they alone ought, with the aid of a very limited number of the regular army, to be able to repel any invading army which could escape destruction by our ships and be landed on our coast. My aim would be to make the Marines a more useful and more popular body than at present, by converting them into a sort of marine artillery, dressed in loose blue uniforms, more after the fashion of sailors than soldiers, by recruiting them from the seafaring portion of our population, and by endeavouring to induce our young discharged seamen to enter for this amphibious service. Her Majesty would not have a more expert or valuable body of men in Her service than those 21,000 men, if properly organised and trained. If it be argued that, by reducing our army by 7,000 men, we should not have sufficient soldiers to afford the proper reliefs to our troops in India and the Colonies, it may be a question whether the time has not arrived for the Colonies to provide their own troops. The only serious objection to any such plan would be, that in the event of rebellion we could not depend upon soldiers raised in the Colonies to the same extent as upon troops recruited at home, even though the former were under the direct orders of the Governor. But when any of our Colonies find that they can govern themselves, and throw off their allegiance, it would, I think, be better to leave them to themselves, for they would be more useful to us when independent than if retained under coercion.

Marines.

By the plan I propose, we should have for our first reserve, ready for immediate action, 18,000 seamen, and 7,000 out of the 14,000 Marines constituting our peace establishment on shore, or 25,000 well trained men, sufficient to man most effectively 14 of our largest class ironclads or line-of-battle ships, 25 frigates and corvettes, and 60 sloops and smaller vessels, and leave 3,000 men to make up the complement of the crews of the 11 coast-guard ships. Any short supplies of engineers, firemen, stokers, and supernumeraries, could be had from our merchant service or workshops on shore. Thus, with the reduced peace complement of 110 ships and their crews, we should have men, ready for action

action at the first outbreak of hostilities, for a fleet of 39 ironclads or line-of-battle ships (inclusive of 11 coastguard ships), 45 frigates and corvettes, and 125 sloops and smaller vessels; in all 209 thoroughly efficient ships of war, ready for action on a declaration of war. I do not think the United States, or any nation in Europe, could turn out in the same time a force at all like this; and when we consider our auxiliary squadron, in the shape of swift merchant steamers, store ships, despatch boats, and additional cruisers of various kinds, which we could send out in swarms to annoy, confuse, and injure in many ways an enemy approaching our coast, we may rest satisfied that no Power, or indeed no two Powers, could endanger the safety of our homes.

Second Reserve.

Beyond this great force ready for instant action, we could, however, without much difficulty have, within three months of the declaration of war, a second reserve of men, if we had efficient ships in which to place them. By that time the remaining 6,000 men of the Royal Naval Reserve would be collected, and this force could be easily increased to 10,000, if we afforded a little inducement to our shipping masters at the mercantile marine offices, say, a douceur of a sovereign or two for every man they engaged, to recompense them for their trouble. I have an objection to bounties, because they create discontent amongst the men who are serving us without bounties; but if we could not obtain by other voluntary means (which I think we could), within three months, sufficient men to form a second powerful reserve, then a bounty of 20 *l.*, or perhaps 10 *l.* a head, would, from what I know of the character of sailors, be certain to secure at least 5,000 men, most of them having passed through training ships or served in ships of war. If we add to these a second relay of 1,000 boys from the training ships, and the remaining 7,000 marines from barracks, we have a second reserve of 23,000 men, sufficient to man a third fleet of 14 first-class ironclads or line-of-battle ships, 20 frigates and corvettes, and 70 sloops and small vessels.

In the three fleets we should thus have—

53 of the largest and most powerful class of vessels.
65 frigates and corvettes.
195 sloops and smaller vessels.

In all 313 fighting ships, which, when we consider their class and efficiency, would represent a power far greater than any other nation could send out, and compared with which all former navies are insignificant. Such is the vast fleet I think we could "man," if war were declared to-morrow, provided we had the ships. But unless we have the ships, or intend to have them, upon which I shall offer no opinion except *that we have not got them now*, it would be a mere waste of public money to retain either afloat or as reserves more officers and men than can be employed in the event of war.

Third Reserve.

Though I think we need not concern ourselves about a third reserve or fourth fleet, still, if required, we have within ourselves in men, money, and materials, the means of creating it. Our accumulated capital, our vast commercial and maritime resources, our docks and gigantic workshops, are all sources of immense power, and would enable us to create a fleet in half the time required by any other European nation. Of this important fact we had the most convincing proof during the Crimean War. Indeed, we only put forth our real strength in the second year of that most unfortunate contest, and, while we were still growing in strength, Russia was on the brink of ruin, and France was beginning to feel most acutely financial pressure. Where we failed was in our first reserves (or rather from the want of any organised reserves), and in an executive system thoroughly out of joint. I hope it is better now; if not, the present Government seems resolved to make it so. If reserves were required beyond those I have mentioned, we might easily create a body of 3,000 trained sailors, by placing at the disposal of good conduct men, who have served four or six years in the Royal Navy, the situations of Custom's boatmen, messengers in our public offices, and other subordinate positions, where they would be ready to serve on an emergency, their places being then filled by landsmen. If also we placed at the disposal of our carpenters, joiners, armourers, stokers, and other mechanics, after a certain time of service on board ship, as in the case of coast-guardsmen, the situations for which they

are competent, in our dockyards, arsenals, and engine shops, we should have another valuable reserve. Then, again, from the permanent mechanics in our dockyards we might raise 10,000 men, who, if not fit for sea service, would if properly trained be valuable in various ways. In some manner they might be made to supply the place of men withdrawn from these establishments for service afloat, or they could be advantageously employed in their defence. In fine, our now dormant resources are in one way and another enormous.

Scheme for further reserve, if required, from merchant service.

For these reasons, so long has we have a good *first* reserve we need not be anxious about our further supplies; but I shall endeavour to show, in as few words as possible, how we can in any future war make the Merchant Service, by voluntary means, more subservient to our purpose than it is at present. Two plans of a comprehensive character were suggested by various witnesses to the Commissioners for Manning the Navy of 1859–60, and incidentally to the Committee of the House of Commons of 1862–63 on Navy Promotion and Retirement. The first has its origin in the re-organisation of a compulsory merchant seaman's fund, to which the State should subscribe enough to ensure a good pension to every seaman at the age of 50 or 55, if it required him to hold his services at the disposal of the Government. The second resembled the system which prevails in France, where all seamen are bound to serve a certain period on board a ship of war, and are at all times held liable to serve whenever and wherever they are required. To both plans many decided objections have been raised; and although I now see various flaws in some of my own recommendations of 1859, I am still of opinion that a compulsory merchant seaman's fund would be an advantage to the State and a boon to the seamen. However, as neither scheme in its integrity is likely to receive the sanction of Parliament, I think a modification of the latter scheme could be carried out without difficulty, and would prove of great advantage to the State. It might also allay the alarm arising from an impression which still prevails, that our supply of trained seamen would be found insufficient for our purpose in the emergency of war.

If, then, still larger reserves of men than I have indicated are considered desirable, I should suggest some such scheme as the following. At present the Government supplies, free of cost, the use of old ships of war for the purpose of school ships, several of which are stationed at various commercial ports, and in them there is always a considerable number of boys training for the Merchant Service. If the system were re-organised, and boys were admitted to these ships only on the condition that when they had finished their apprenticeship in a merchant vessel, they were to serve one or two years in a man-of-war, the State paying (beyond the allowance made for education) 5 *l.** or 10 *l.* per head towards the expense of their maintenance and education in the training ship, and giving them the usual pay when on board the man-of-war, we should thus create a most valuable and powerful reserve, and could dispense with the costly training vessels under the control of the Admiralty. One year's service in the Royal Navy, while affording the means of obtaining the requisite knowledge of gunnery, would materially improve our merchant seamen. They would gain habits of discipline, which they would not otherwise learn, and their intercourse with the seamen of the Royal Navy would tend materially to narrow the gulf which unfortunately still exists between the services. 5,000 boys trained in these school ships for the mercantile marine, and serving only for one year in the Navy after they had finished their apprenticeship, would in time give us 60,000 trained seamen, who might be retained ready for service when required, at a comparatively small cost to the country.† Even if we adhered to our present system of maintaining a reserve by means of a retaining annual fee of 6 *l.* a head, we should save the 6 *l.* per annum which we now expend

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* Unless this bonus were required for the immediate purposes of the school ship (in which case it would be given under a bond to serve), it should not be paid until the term of service on board a man-of-war had been completed.

† I am aware that objections will be raised by many naval officers to the proposal of passing 5,000 young merchant seamen annually through the Navy, but I hope to be prepared to show that this can be done without injury to the efficiency of our Naval Service and without hurt to the discipline which must always be maintained in ships of war. It would no doubt give a little extra labour to the officers in Her Majesty's service, but that I hope would not be a matter of complaint on their part. I may hereafter, in a separate Paper, endeavour to show how this can be done; how boys can be trained for the Navy for a much less sum annually than they now cost.—*W. S. L.*

expend in training the men of our Royal Naval Reserve force. But by the plan which I venture to suggest, our dependence upon that force would be materially strengthened, and the cost greatly reduced. I have long felt that the system of an annual retaining fee is open to grave objections. Nor is the expense a matter to be overlooked. Our present Royal Naval Reserve force, with its full complement of 20,000 men, costs the country not less than 240,000 *l.* a year. I am aware that there are many persons who, considering 20,000 seamen a far too limited reserve, think we ought to have three times that number, and who would not estimate 720,000 *l.*, which would be the annual cost by our present system of a reserve of 60,000 seamen, too great a premium for insuring the maintenance of our maritime supremacy, and providing against the risk of invasion. But, however much opinions may differ as to numbers, there can be no doubt that the present mode of raising and retaining our reserves is as unsatisfactory as it is expensive. Instead of following the example of nations which, with a comparatively small mercantile marine, are obliged to create, at the expense of the State exclusively, and to retain trained sailors to man their fleets in the emergency of war, I think we might utilise to a far greater extent, and in a more trustworthy and effective manner than we now do, the seamen of our merchant service. Although the present retaining fee, and a somewhat imperfect training, cost 12 *l.* per annum for each man enrolled in the Royal Naval Reserve, we have no security that these men will be ready to serve in our fleets in the event of war. They have no inducement beyond the retaining fee, with which we have parted, and they have no pension to forfeit if not forthcoming when called upon. In fact, our only security is their agreement to serve, which in the event of hostilities we should find it as impossible as it might be impolitic to enforce. Nor should we be able to reach those of them who had entered the service of neutral Powers without incurring great risk. If the United States refused, half a century ago, to deliver to us our seamen sailing under their flag, it is not likely that they would now permit the right of search for men whom we called deserters.

Instead, therefore, of paying an annual retainer, I think we should stipulate that every seaman who, after his year's training in a man-of-war, was enrolled in the Reserve, should, at the age of fifty, be entitled to a pension of 20 *l.* a year, provided he had always held himself ready to serve. A strong inducement would thus be held out to these men to remain in the service of their country, and the longer they were in the Reserve, the stronger would be their inducement to remain; whereas, by the present system, each annual payment weakens their motive for adhering to their engagement.

It has been computed that the male inhabitants of Great Britain between the ages of 20 and 50 number seven times more than the males above the latter age. Therefore, presuming that we considered it advisable to retain so very large a reserve as 60,000 seamen, only one-seventh of that number, or about 8,600 men, would live to claim the pension. And if we take into consideration the precarious and hazardous occupation of seamen, and various other contingencies, I question if more than 7,000 out of the 60,000 would become pensioners. We should thus, at a cost of only 140,000 *l.* a year, have a far more effective reserve than we could command by a yearly payment of 720,000 *l.* under our present system.

Officers.

Officers. In considering the question of the position of the commissioned officers of the Royal Navy, one is disposed to ask, why has this important branch of the service always been in an unsatisfactory state?—a state as unsatisfactory to the officers themselves as to the public, who now pay annually about

£.	
764,000	to officers on the active list afloat:
723,000	to those who are on half-pay, and who have been placed on the numerous retired and reserved lists, including about 60,000 *l.* to officers of marines; and
793,000	for pensions and allowances; in all, somewhere about—
£. 2,280,000	; and why, in the face of this enormous yearly expenditure, and after the various Orders in Council which have been passed to remedy this most unsatisfactory state of things, have we still almost

as many complaints from the officers as we had 20 years ago, and, of course, more from the public, on whom the burden continually increases? The answer is very simple, and an examination of the Navy List and of the Navy Estimates will at once explain the cause. The number of Cadets entered every year was the first thing which struck me with surprise, when I began to examine these voluminous, but not uninteresting, documents. I consequently made an approximate estimate as to what number annually would probably supply the lieutenants required for the peace fleet, and the two other reserved fleets I have suggested (I take lieutenants, being the class of officers always in the greatest demand, as the measure of the other grades), and I am led to conclude that the admission of 75 cadets every year would amply suffice for the maintenance of 750 active lieutenants; but by the Navy List of 1869, it appears (judging from the promotions in the junior branch of the service) that from 120 to 140 cadets have been annually admitted for some years past. This large number of admissions, I may remark, does not include second class cadets, of whom from 40 to 60 are annually entered for the line of masters. By the Navy Estimates of the present financial year, it appears that 116 cadets of the first class have been admitted in the year which has just closed. It strikes me that, by these large admissions, we are creating the very evils which for years we have been attempting to obviate by Orders in Council. Whilst unable to give employment to those officers whom we already have in our service, we persistently go on taking in more youths to create more officers than we can possibly employ under any circumstances. Surely this is wrong: (1.) to the taxpayers, by an unnecessarily increased burden upon them; (2.) to the country generally, by making unproductive these unemployed gentlemen who might otherwise have been productive, and (3.) to the officers themselves, whom we ought not to engage without a reasonable prospect of employment and promotion.

Cadets.

Sub-Lieutenants.

By the Navy List it appears that we made about 140 sub-lieutenants last year, a number which cannot fail to create, if it has not already created, stagnation, and consequently discontent, amongst officers of that grade. These must all, I suppose, in turn become lieutenants, and increase that list to the full number of 1,000, to which I see it is now limited by an Order in Council of 1866. One-half cannot be employed during peace, nor do I see how they can be all employed during war. But let us inquire what number of lieutenants would be required in war time.

Lieutenants.

Presuming that our peace establishment is in future to consist of

25 of the largest sea-going ships, including 11 coast-guard ships,
20 frigates and corvettes, and
65 sloops and other smaller vessels, we should want for them about 252 lieutenants,* and about 80 more for our harbour ships, thus employing, at the most, 332. Supposing war to be begun, and we call out our first reserve, consisting of

14 ironclads and first rates,
25 frigates and corvettes, and
60 sloops and smaller boats. For them we should require 258 more lieutenants, including 22 to make up the complement of the 11 coast-guard ships. We should then have 590 actively employed. The war continues, and we find it necessary or expedient to call out our second reserve of

14 iron-clads and first-rates,
20 frigates and corvettes, and
70 sloops and smaller vessels. For this third great fleet we should require 242 lieutenants, making in all 832 for our three fleets and harbour ships, or 82 more than the 750 which I consider ought to be the maximum number on the list of active lieutenants. Of course, I mean that there should be on the active list none but active men, or men at a time of life when they

* I allow five lieutenants for each large first-rate ship, except the 11 coast-guard ships, to each of which I only allow three; to each frigate four, which are quite as many, if not more, than can be usefully employed (many of the frigates have a commander, each of them a master, and all a complement of sub-lieutenants); to each corvette three; to sloops two, and to gunboats one, as the larger vessels of this class are now under the charge of commanders.

they are ready, under ordinary circumstances, for immediate service, a question to which I shall more fully refer when I notice our existing systems of retirement. But, though in the prime of life, it may be prudent to calculate that 5 per cent., or 36 of the 750* would not, from one cause or other, be ready to serve when called upon. We should then be short for our three fleets by 118 lieutenants. It may be asked, how this deficiency is to be made good? The transfer of the 80 lieutenants from the harbour to the sea-going ships, and the promotion of 38 of the 328 sub-lieutenants, would accomplish it; the places of these could be filled by the officers from some of the numerous reserve lists, or by some of the 188 lieutenants and sub-lieutenants now enrolled in the Royal Naval Reserve. Any short supply of cadets could easily be made up from the larger sort of merchant vessels, in which there always numbers of fine youths of good social position, who in education are no way inferior to the same class of officers in the Royal Navy.

Masters. In my remarks on manning the navy, appended to the Report of the Commission of 1859, of which I had the honour to be a member, I recommended that the grade of master should be altogether abolished. I did so, because I thought that the most essential part of a seaman's duty, the navigation of his ship, should be thoroughly understood by every officer before he was placed in command; and I thought that the best way to accomplish this desirable object would be to have a navigating lieutenant to assist the captain in the navigation of his ship. The captain should alone be held responsible for accidents through improper navigation. The 10 years which have since elapsed, while they have changed my opinion on some other of my recommendations, have only tended to confirm what I then said, in regard to masters in the Navy. The other duties performed by the master should be left in the hands of the warrant officers, under the orders of the first lieutenant, as they now practically are; and the duty of navigating, which all lieutenants profess to learn, would not interfere with the other duties of the officer who, acting as navigating lieutenant, assisted the captain in taking observations and shaping the ship's course. I was under the impression that the grade of master had been abolished, but the admission of second-class cadets would seem to imply that it is about to be restored, or I cannot understand for what other purpose from 40 to 60 of them are annually admitted into the service beyond the unnecessary number (as I conceive) of first-class cadets.

Commanders. In April last we appear to have had 403 commanders on the active list. For the peace establishment I have named, we should require 85 commanders, and, say 55 for our coast guard on shore, in all 140. When we called out our first reserve we should want 70 more, and for our second reserve other 80. Thus, we could not employ in the greatest emergency more than 290 commanders, and, as 55 of that number are engaged in the coast guard on shore, and are always ready for service afloat, we might, with perfect safety and prudence, limit the maximum number to 300, or even 250. The places of the coast guard commanders could, on an emergency, be easily filled from the reserved lists.

Captains. By the Navy List of April last we appear to have had 288 captains on the active list, but if the whole of the three fleets I have shadowed forth were called into action we could not employ more than 143, exclusive of the 18 now attached to harbour ships. Consequently, the maximum might prudently be limited to 200, or even to 150, if that number, while allowing a sufficient margin for the First Lord to choose from in the event of war, would afford a fair chance of promotion to the 300 commanders and 750 lieutenants.

Admirals. On the active list there are now 95 admirals; 15 of that number are at present employed, and I do not see how, in the greatest need, we could employ more than 30. In 1855, during the height of the Russian war, there were only

* From a Return in the Appendix (No. 11) to the Navy Estimates for 1869-70, the number of our steamships afloat and building consists of 340 screw vessels, and 72 paddle steamers; but the latter would, I presume, be almost useless as fighting ships. Of the 340 screws, 44 are ships of the line, and 53 are frigates and corvettes all built of wood, and many of them I fear almost as useless for modern warfare as the paddle steamers, besides a number of out-of-date sloops, gunboats, despatch boats, tenders, and tugs, which cannot be considered as sea-going fighting ships; so that, practically, we have not now the number of effective ships to give employment to the 750 lieutenants.

only 18 admirals actively employed, but I think the number on the active list should not be less than 50, so as to afford a fair chance of promotion to the captains, and to allow a large margin for the First Lord to choose from, for it would be on their ability, knowledge, and judgment that our success in action would materially depend.

Before closing this portion of the subject, I must revert to the present very unsatisfactory state of the lists of the junior officers, for these are the fountain head and source of all the evils which we have for years been vainly endeavouring to remedy. The First Lord of the Admiralty, or whoever has the appointment of cadets, must in future sternly resist all nominations beyond the supply necessary to maintain the upper lists, at whatever number may be decided upon; and, in case we happen to have a First Lord who cannot resist pressure, or who feels it necessary, for political or other motives, to yield to the requests of his friends, I should be disposed to recommend, if it can be done without curtailing the power which a responsible Minister ought always to possess, that the number of cadets should be limited by an Order in Council. Indeed, some such course would be a relief to the minister himself, and would afford him a valid excuse for refusing all applications beyond the limited number. I can conceive no duty more delicate and unpleasant for a Minister to perform than that of finding an excuse for refusing the numerous applications for employment which must be constantly made to him, especially when they come from persons of high social and political position.

Retirement of sub-lieutenants,

I have said that we must soon have stagnation, if it be not already felt, amongst the sub-lieutenants, all of whom, as well as the midshipmen, should be kept employed in sea-going ships; but we cannot usefully employ the 328 sub-lieutenants now enrolled, and, as 250 would be ample to supply the lieutenant's list and afford a prospect of promotion after four or five years' servitude, I think we should take some means to reduce their number to 250, either by stopping altogether for a time the admission of cadets, or by affording to a certain number of the sub-lieutenants an opportunity of retiring from the service, either by a bonus to retire and seek other occupation in which they might be more usefully employed to themselves and the country, or by some other fair and honourable means.

The difficult and delicate question now arises as to how the active lists of lieutenants, commanders, captains, and admirals are to be kept effective on the reduced numbers I have ventured to suggest. This can only be done by a system of compulsory retirement in all ranks at a certain age and commutation. For instance, it appears to me that a lieutenant of 15 years' standing, or of 40 years of age, will, after that period, have little chance of promotion to the active list of commanders, and consequently it would be desirable that he should at that age pass on to the list of retired commanders; but as this would no doubt be considered a hardship, for most men are in the prime of life, if not of vigour, at 40, I should allow a certain number the power of retiring altogether from the service, commuting their half-pay, and placing at their disposal a sum of money equivalent to it, allowance being made for the advantage they would acquire from being entirely free to dispose of their services. I think many officers who might justly complain of having idleness forced upon them at so early an age would accept the commutation as a boon, and might, with the small capital thus placed at their disposal, be of more service to themselves and the community at large, either in this country or the colonies, than they could possibly be living in idleness on the small half-pay to which they would be entitled.*

Of commanders,

For similar reasons I would require commanders to retire at 46 years of age, placing them on a retired list with the rank of captain, but holding those who had not commuted liable to serve in the coast guard, either afloat or on shore, until the age of 50 or 55.

The

* The great value of commutation consists in granting it to officers who have been long enough in the service to find that they have made a mistake in the choice of their profession, or who cannot obtain further promotion, but who are not *too old* to open up for themselves a fresh career in life with a fair prospect of success.—*W. S. L.*

Of captains,

The age at which captains should retire is a vexed question, and one about which more conflicting opinions have been expressed than about any other grade of officers in the service. So far as I am competent to judge, I should say that the age of 56, while it would not be a great hardship to those who had not, at that period of life obtained their flag, would keep the lists very efficient, and would afford to the junior officers a fair chance of promotion.

Of admirals.

Rear admirals should, I think, retire at 62, vice admirals at 65 or 67, and admirals at 70 or 72. Though for the last two grades 65 and 70 respectively would be the better ages, yet we might, by the adoption of the lower limit, deprive the State of many who, with vigorous constitutions, possess experience and matured judgment which might on an emergency prove of great value, and whose services should not be set aside at too early a period merely on account of age. But the question of servitude at sea must also be considered in any scheme of retirement. Age, without the knowledge which practical experience alone affords, would in itself be a very imperfect measure of an admiral's capabilities to command a fleet. I will not, however, presume to offer an opinion in regard to the details of questions of this sort, or even of some others of far less importance. But I may remark, in regard to a minor matter, before I close these imperfect notes, that, to prevent undue favours, promotion should, as a rule, except in the case of distinguished services, be made, I think, from the senior half of the list of lieutenants and commanders; and the amount of half-pay in all grades of the active list should be governed by the length of standing rather than by the period of service. I do so because every officer should be able and would be willing to serve if he had the chance, and if he were not willing or able, he should at once be struck from the active list, unless valid reasons were given for any default in this respect.

In this memorandum I have endeavoured to give an unbiassed opinion, and, having no "hobby," and no interests of my own to serve, my sole object has been to consider what reforms would be most beneficial to the service of the Royal Navy, and above all to the country.

W. S. Lindsay.

Bournemouth, 1 January 1870.

REMARKS on Mr. Lindsay's Paper.

Page 1. Prior to the war of 1854 the Estimates had been kept so low that a saving of two millions yearly, or any large sum, would, I believe, have been impossible; but with our large debt, and the weight it would throw on us when engaged in war, it is to be regretted that a certain surplus, sufficient to steadily reduce the debt, has not been always considered a necessary portion of our yearly obligations. Two or three millions yearly paid off, with the consequent reduction of the dividend, would, I believe, ere this have reduced the sum required for interest to a much greater degree than the additional two or three millions required for this purpose; and though there is the serious objection to an income tax in peace, that it is forestalling our great means of supporting a war, yet, if beyond our necessary expenditure during peace, a small property tax had been retained, solely for the purpose of reducing the debt, it would have indirectly been providing for future wars, or still better, for preventing future wars, by the knowledge of our improved financial position, by reducing steadily the pressure on our finances caused by the interest of our terrible debt.

Page 1. The increased expense caused by the reconstruction of our Navy could not have been avoided; and our great deficiency of dock and basin accommodation became such a serious question, that no Government could have avoided the expense of adding greatly to these means of repairing or refitting our steam fleets. But I think these permanent works should have been constructed on the same principle as the fortifications have been; by loan, and not by a large increase to our immediate Estimates. They are equally valuable to future generations; and we might, with far more justice, throw a portion of the cost on the next three or four generations, than we have shown in making them pay heavily for wars that could be little, if any, benefit to them.

I think Mr. Lindsay does not make sufficient allowance for the large increase of expense caused by more expensive ships; by machinery, coals, &c. for our steam navy; and for the additional cost of pay, wages, and provisions. Even with the advantage of careful economy, such as was not known till recent years, I think, at a low estimate, two millions must be added to the peace Estimates under the old system; besides the cost of constructing a new iron clad navy, instead of merely maintaining a sufficient number of the old wooden ships.

A serious responsibility would rest on any Government that reduced our distant squadrons below the force required for the protection of the lives and property of our countrymen. During my long service in South America I have learnt how difficult it has been for the officers in command to unite the ships of their squadrons for exercise and squadron sailing, through the pressure put on them by merchants for ships at every port; but I have long felt that our ships have been too much scattered, while we have not been able to give our officers the experience in fleets so necessary for their efficiency; and I am sure that recent reductions in distant squadrons, and the formation of a flying squadron, is a step in the right direction.

I doubt if our more distant squadrons in China and South America can be reduced any more; but whatever peace force is maintained, I would combine all our heavy ships, beyond one on each station, in our home fleet. By keeping half of them in the Mediterranean, we lose the full advantage to be derived from it as our training school for war.

Page 3. I cannot think it possible to make this reduction. The great value of our present reserve force is that it is based on 7,000 trained men-of-war seamen in coast guard ships and on shore, which, with an equal number of seamen from the Royal Naval Reserve, would give fairly efficient crews for a war fleet. A foundation of men-of-wars' men, for a further number of reserve seamen could be obtained by taking a *small portion* of seamen from our ships in commission, filling their vacancies by reserve men. If the coast guard were increased to the estimated force of 10,000, and we had 2,000 more of the same class

class in other situations on shore (which we might have had long since), giving us with 5,000 of the Royal Naval Reserve, a further force of 10,000 men to rely on, a further reduction in the fleet in commission might be safely made.

Page 4.

I feel confident that there is only one way of preventing the wholesale transfer of the merchant ships of a nation at war to the flags of neutral nations; and that is, by not capturing private property at sea. If any nation should more than another desire this it is our own. I think it was a mistake not accepting the offer of the United States to this effect, after the Congress of Paris. A great blunder was made by those who adopted the half measures agreed to. I could understand a simple rule, under the present system, of allowing the neutral flag to cover the property; but by the other rule, that the property of neutrals *in the enemy's ships* should be respected, they were merely laying the foundation of every kind of dispute and evasion; and it would have been far better at once to have said "all private property at sea should be free from capture except in case of breach of blockade." Even in the case of blockade I doubt if it can ever be worth the expense and trouble, if carried out against a continental nation connected by railroads, with neutral nations. The blockade of the Russian coasts in the Baltic, though more effective than may be expected in future, only caused distress and ruin to the fishermen on the coasts; while a large trade was carried on through Prussian and even Swedish ports, which practically made the blockade useless; and that even without railroads; though common roads and conveyances were so improved, that the second year the cost of transfer from Memel to St. Petersburgh was reduced from 40 *l.* per ton to 15 *l.* per ton. It would be a farce to blockade a French mercantile port, with railroads open to Italy, Spain, and Belguim.

If through fear of capture, our merchant ships were transferred to a neutral flag, we should probably with them lose our hold on our merchant seamen.

Page 4. Marines.

The question of keeping up a force of marines much above the wants of the Navy, and reducing the regular army in proportion, is a very difficult one. If we had only to consider our home defences, it would be undoubtedly better to have as many men as possible, fit for service either afloat or on shore; but with a large army to relieve in India, and other parts of the world, we cannot fairly reduce the force on which those reliefs exclusively fall, and replace them by others who would escape foreign service. I quite agree that our colonies ought entirely to maintain their own military force, when they are allowed entirely to govern themselves. But besides India, we must maintain a sufficient force in the West Indies; and besides such purely military stations as Malta and Gibraltar, a small force will be required at the Cape, which is partially a military station.

If the regular infantry in England were reduced 7,000 men, the time spent by each regiment at home would have to be greatly reduced, and an unfair amount of service in India and West Indies would be thrown on the rest. If the Marines were to supply the place of other troops at Malta and Gibraltar, it would deprive the Army of the only remaining stations at all desirable, and give them all their foreign service in unhealthy climates.

Another limit to the increase of Marines is the necessity of giving them sufficient sea service to keep up their value to the Navy. But under no circumstance should they be reduced any more than at present; as for a war fleet, of which a portion of the vessels would be without masts, a larger proportion of marines might be given to all but full-rigged ships.

Marine Artillery.

I quite agree with Mr. Lindsay, that they should all become Marine Artillery. I have suggested this at different times during the last 20 years. I could never understand why one portion should be differently trained, and dressed in blue. If superior in some respects, and not inferior for any purpose, why not train and dress all alike? and call all "Marine Artillery." One objection would be the additional expense of pay, as all would then be paid as Artillery; but to the officers the addition would be trifling, and much less than must, I think, be granted to them before long. It is a singular fact that while all the messmates of Marine officers have had their pay increased during the last 20 years, *some nearly* 100 *per cent.*, and even the lieutenants in the *Navy* 50 *per cent.*, the Marine officers alone have had *no increase whatever*, though the expense of messing, &c. has increased from 40 to 50 per cent. The privates, as Marine

Artillery, need not have the full amount now paid to Marine Artillery, as a slight increase would be sufficient.

It would not be necessary to continue the training with Field Artillery; every Marine Artillery man is too valuable, as a trained soldier, to take him from the ranks of the Marines when acting in battalion on shore, for the purpose of working field guns that can as well be worked by seamen; whereas the success of a landing force may depend chiefly on the strength of the Marine battalion. What they require is, frequent and thorough training on shore as Light Infantry, and on board at the ship's guns.

A reduction in the amount of regular troops at home would, by making the time of foreign service come much sooner, show more plainly the injustice of allowing so large a force as our Guards to escape all foreign service during peace. The superior advantages in many respects possessed by officers and men of the Guards could only be rendered just by making them, as with all foreign armies, the reward of good or distinguished service in other branches of the Army. A small Guard corps, in which Engineers, Artillery, Infantry, and Cavalry, were represented, and composed entirely of officers and men who had done good service either in war, or in their turn of foreign service, would be looked up to by the whole Army, which is certainly not the case at present.

Page 4. Number of ships.

The number of ships for which Mr. Lindsay provides crews are certainly far beyond what we have at present out of commission, and it will be many years, if ever, before we shall have such a force of ships in reserve.

At present the number of first-class ships would only be made up by putting many of our best two-decked ships in commission. I think, for several years to come, we shall have to look to some of these ships as an auxiliary force in war; and the part taken by the Austrian 84-gun ship at Lissa showed they may yet do good service, especially as a war with France would probably find, for some years to come, some wooden ships opposed to us; but I believe that, whether for attack or defence, it would be better to turn several of those ships into turret ships on the plan recently proposed.

Of frigates and corvettes, though the fastest and best of them would have to be commissioned as cruising ships to protect our trade, I doubt if we could do more than complete the first reserve of 25 of these ships; and though I hope we shall gradually add to the few fast ships of the new class, or we shall be far inferior in fast wooden cruisers to the United States, yet all the increase in that direction will only make up for the wearing out of our present wooden frigates and corvettes fit for commission. Again, if we were able to fit out the supposed number of sloops and and gun vessels (60), we should certainly have no others for the second reserve.

With our present Coast Guard Reserve of 4,000 men, and perhaps 2,000 available from harbour service, and with about 10,000 men from the Royal Naval Reserve, we could, I think, besides completing the coast guard ships from the reserve men, man as many ships as we now have in reserve, and fit for commission; and as other ships were brought forward, crews might, I think, be found for them by the remaining Royal Naval Reserve men coming in, and by a system of bounty as suggested by Mr. Lindsay, to induce men who *had previously served in the Navy* to come forward.

Page 5.

I have long advocated a plan similar to this; I have urged it before two Commissions on Manning the Navy, and have never been able to understand why neither recommended it, unless they feared Treasury opposition to taking away Member's patronage, which I was told by a Senior Naval Lord would always prevent its being done. The suggestion as to artificers, &c. in dockyards is most important; we ought to have such men in sufficient numbers to supply our reserve forces with the necessary proportion of carpenters, armourers, sailmakers, &c., with the advantage over other reserve men that they would not cost the country one farthing beyond future pension.

Page 6.

In 1848, the dockyard men were all organised as volunteers. I was their "Chief of the Staff," and was entrusted with the organisation. We had 10,000 men trained as artillery, at a cost to the country of about one regiment of infantry of 800 men. It was, I think, a mistake giving it up. Lord Ellenborough and Lord Auckland were its patrons, but Naval Lords were prejudiced against it. Admiral Baillie Hamilton and Mr. Briggs, now Chief Clerk, could give valuable information on this point.

I am

I am sure that a Compulsory Merchant Seaman's Fund is required, both for the good of the men, and to keep them in the service of their own country. I quite agree with Mr. Lindsay on these points, and I regretted very much that the plan of school ships that I urged on the Commission, was not then adopted. I believe we could eventually have a large reserve through these ships, at a less cost per head. Page 6.

I believe Mr. Lindsay is perfectly right in attributing the difficulties connected with the lieutenant's and sub-lieutenant's lists, to the unnecessary large admissions of cadets for many years past. In my evidence before the Admiralty Committee, I stated that 70 cadets were the most that should be entered yearly; and as the subject of the education and training of cadets is now causing much discussion, and a general desire is expressed for a training college, for which purpose Greenwich Hospital has been suggested, I am anxious to point out why I think this is a mistake. Page 8. Cadets.

I have always urged that a college on shore is the proper thing for the first two years, and a training ship for the next two years, so that lads should go at the age of from 17 to 18 into the service, thoroughly trained for their duties; just as Artillery and Marine officers are prepared to become second lieutenants. Portsmouth College, on the old plan, would train 70 boys, putting into the training ship 35 yearly, allowing that a few for very superior qualifications were allowed to leave after 18 months' study, and a few to fail altogether. A second college at Devonport for the same number would complete the 70 required. Though there would be a little more expense attending two establishments and two training ships, than if all were combined in one, yet I believe it would be repaid by the emulation excited by the two colleges, when both were tested twice yearly by the same examiners, quite unconnected with either establishment; and the salaries of the superintending officers and professors might be much less than for one large establishment.

Allowing boys to enter at 13, and both in college and ship a few to pass out in 18 and 21 months from each, and all to serve two years before passing for lieutenant, we might expect about 60 yearly to go on the sub-lieutenant's list, which would be more than sufficient.

If a college or colleges are adopted, I hope nothing will be allowed to prevent their being placed *within the walls of a dockyard*, and at one or both of our chief naval ports. One of the chief advantages of the old Naval College, to those boys who really desired to avail themselves of them, was the daily watching ships building and fitting out, ships of war entering, leaving, and re-fitting, visiting different ships in commission, and cruising among them daily in boats or cutter, all of which they would be deprived of if the college were not at a naval port. On the other hand, it is absolutely necessary, if we would avoid the evils of Woolwich and Sandhurst, and even of the "Britannia" at Portsmouth, that the boys should be restricted, as we were at Portsmouth College, to the limits of the yard, unless taken out *by a parent*.

In my evidence before the Committee, I have shown why training sea-going ships, under picked officers, are necessary, if we would give lads thoroughly practical experience of a seaman's duty, and teach them their work far better then they can possibly learn it under the present system, except in a few very superior ships, which only a few of our junior officers can have the advantage of. Even the experience gained by regularly working aloft on the ship's mizen-mast, which was common in my day, is now rarely, if ever given; and I have heard that even in the "Bristol," supposed to be a training ship for cadets, they have never learnt their work aloft.

I agree with all Mr. Lindsay's remarks on this head. Sub-lieutenants should serve all their time at sea; and we cannot expect to have a reserve of them for a war fleet. About 200 sub-lieutenants would give a sufficient number for our present peace navy; and even when the present class of navigating officers is abolished, and an extra sub-lieutenant is required for all sloops and smaller vessels, I think the outside number should be 250. Page 8. Sub-lieutenants.

We shall never keep our lists down to the necessary numbers of the higher ranks, and at the same time prevent great dissatisfaction, and give lieutenants a proper portion of sea time, unless we keep that list much below what most of the witnesses before the Committee thought necessary. Even if I then put the Page 8. Lieutenants.

necessary number too low, when I proposed 600, I think very few more can be required, and as I see no chance of our being able to fit out such a force as Mr. Lindsay's *two* Reserves, and it is important; if possible, that lieutenants should serve at least two-thirds of their time at sea, even if the master class were entirely done away, I think 700 lieutenants would be quite sufficient, allowing an extra lieutenant in lieu of a master to all captains' commands, and to the largest sloops.

Even with this number, I fear, nearly 300 would be on half-pay or in harbour ships, at a time when sea-going experience is most valuable, and I would rather risk the possible evil of being short of lieutenants for a large war fleet, than keep up a large and expensive list during peace with the certain evils of a large half-pay list; of affording them too little practice at sea; and of opening the door again to those with most interest getting an unfair share of employment, which will be sure to follow.

In any case, whether we maintain our present list of 750 lieutenants, or reduce it to 650, increasing it again gradually to 700 as we replace the master class, it is evident that a large portion of their time must be spent on half-pay with our present reduced force; but they could be turned to good account, and save some expense, by employing them while on shore on the Coast Guard; which would be valued by many who have to live on their half-pay, and would be better for all than idling their time on shore. If young commanders take their turn of Coast Guard work, and still get employment afloat in their turn, why should not the lieutenants be employed in the same manner, with the men that, if called out for war service, they would have to serve with? They would to some extent keep up their practice at sea by an occasional summer cruise in the Coast Guard ships, and some would gladly take charge of the small tenders rather than be entirely on half-pay.

If all lieutenants, not chosen as first lieutenants, had their fair turn of harbour and Coast Guard service as regularly as marine officers take their turn of sea service, the hardship to many of a long spell of half-pay, through the reductions in our peace force, and through some more favoured ones being nearly always employed, would be prevented.

Page 9.
Masters.

This is, I think, the most important point to be considered, if we look to the real advantage of the service, and the thorough efficiency of officers in command of our ships. I have throughout my service in the Navy seen so much of the evils resulting from our present system, and have so often felt ashamed of the ignorance of officers in command of some of the most important duties of their positions, that I advocated the abolition of the class as far back as 1846, before they had become so dissatisfied with their position, and laid claim to equal rank and command with the other executive officers, which could never be granted without injustice to our most valuable officers, commanders of large ships and first lieutenants. Both before the "Admiralty" and the "Masters'" Committees I have gone fully into my reasons for thinking it absolutely necessary for the good of the service, and the peace and satisfaction of both classes of officers, that there should be in future only one class of executive officers. I went fully into this question with Sir John Pakington, when he first went to the Admiralty, and he asked a young commander to whom he offered a ship, if he had any objection to take a sub-lieutenant in lieu of master, and take charge of the navigation and pilotage himself; the answer was, "If I could not do that, Sir, I am not fit to command her." I believe he served his commission without a master or second master; and I am quite sure that if this had been followed up and made the rule, as the junior masters rose to the larger ships, it would by this time have caused so much more attention being paid by our young officers to these duties, that we should have all our young commanders far more efficient for command in every respect than many of them are under the present system.

We certainly should not again witness such a disgraceful occurrence as a commander of a sloop at Spithead, otherwise a good officer and sailor, refusing to obey a signal to proceed to the assistance of a ship on shore outside the Island, and twice repeating the signal of "inability" to weigh, *because the "master was on shore."* Neither should we have sloops lost through the utter incompetence of the navigating officers; and commanders, either through ignorance of the master's proceedings at night, or yielding to him in spite of his own convictions, because thinking the master knew best, losing their ships.

Until they have learnt their work, or the incompetent ones have been weeded before they reach the larger ships, I believe they are no more competent to take charge of these duties when they first serve as masters in sloops, than any other young officer; and I have never been in a ship where some one or more of the other officers were not more competent, and would not have been superior to them, through being especially fond of navigation, observations, &c. By picking these officers when they become sub-lieutenants, and giving them further special training as we do for gunnery, we should have picked men for the duties from the first, which we now only get in the larger ships, and even then the present class have not the knowledge of surveying and pilotage in new and unknown ground without charts, except in a few instances where they have been trained in surveying vessels, or gained it through some special service; but which none in any class can really acquire, unless possessing the especial qualities necessary, such as peculiar nerve and quick perception, and some knowledge of surveying.

It would be easy to give every officer in command an assistant in the navigating duties, which, though not relieving him from the responsibility, would be of real value to him; while, except in pilotage waters, he would do his ordinary duty in the ship.

Even supposing it possible that we should not get a better class for the duties, no one can deny that they would be at least equal; and surely it would be desirable to remove all excuse for dispute and dissatisfaction in future, which will never be done so long as another class are contending for equality of position, and will not be satisfied with the great improvements in relative rank and pay, that have been granted to them.

It has added greatly to the difficulty, that when the Duke of Somerset's Board decided to enter no more cadets for that class, and to gradually abolish it, the next Board should have undone it all again, and entered a large number of second class cadets. It is now more difficult than ever to carry out the abolition, as all these young lads must be provided for, and must for some years saddle the Estimates with unnecessary additions. When the sub-lieutenants' list was very low, some of the second masters could have been absorbed in it, and some of the younger masters might have been glad to be put with their standing on the list of lieutenants; then by entering very few cadets till the numbers had found their level, the present excessive numbers would have been prevented. That it must be done sooner or later I have no doubt; that it will be for the benefit of the service, and greatly improve the qualifications of our commanders and captains, I have never heard disputed by the best of the masters, and as the evidence before the Committee will show. The sooner it is determined on the less will be the difficulty; but now it will be much longer before the class is gradually worn out or absorbed. The second masters cannot now be added to the sub-lieutenants' list, from its being already too large; but I think the best way to bring it about as soon as possible, would be, to add all the second class cadets, and the navigating midshipmen to the other class, and enter no new cadets, until the numbers on the sub-lieutenants' list, together with the midshipmen serving, are reduced to the number necessary for the peace navy in commission. In the meantime, half the full number to be trained might be entered in the college at Portsmouth at once, that is, 35; next year another 35; in 18 months one training sea-going ship should be ready; in two years 35 cadets would be ready for her; by that time the boys now in the "Britannia," would be getting well up the list of midshipmen. The second college might then be started, and before it began to send 35 yearly into the training ship, and the Portsmouth training ship, from three to four years hence, to put its 30 to 35 boys into ships as trained midshipmen; the numbers would be sufficiently reduced to allow of from 60 to 70 yearly going afloat.

Cadets and College.

In the case of requiring junior officers for a war fleet, I have no doubt whatever that we could obtain them, as Mr. Lindsay suggests, from the merchant service. We do not require the large number of youngsters that we have hitherto had. When they are trained in special ships, a small number of midshipmen would suffice; and they would all be young men, with few exceptions, from 17 to 20 years of age. The work done by boys in boats, &c. can be better done in many cases by petty officers. The midshipmen would really be in the position, and

Junior officers for a war fleet.

should be put on the footing of second lieutenants in the army. And when our naval titles are altered, as I think they must be, to remove the present injustice to naval officers, of giving them titles corresponding with army ones of far junior relative rank, we shall have only second lieutenants, lieutenants, captains, commanders, commodores, and admirals. I have dwelt at length on the point of the junior officers, because reform *must* first commence with them; and I am sure that it is better even to find our lists getting too small, and requiring to increase the entries a little, than to risk the lists getting too large, and, through that, causing greater evils.

Page 9. Commanders.

I think 300 commanders will be ample for either peace or war, and sufficient to give fair promotion to a lieutenants' list of 700; and if the selection is fairly made, and the best lieutenants are promoted from the first lieutenants, gunnery lieutenants, and navigating lieutenants (on the new system), we should, besides a small portion of younger officers promoted for special service, have the pick of our officers on the commanders' list; and if those who, though not fortunate enough to be selected, had served well and creditably, were put on a retired commanders' list, with fair retired pay, when at an age that they must feel deeply their juniors going over their heads, there would, I think, be little cause of complaint. As few would get on the active commanders' list until from 8 to 10 years' standing, or from about 30 to 34 years of age, there would still be a chance of employing lieutenants afloat up to that age, and, perhaps, in some harbour ships a little longer; but as they could not serve as first lieutenants while their juniors were put over their heads, they would probably be quite passed over by the age of 36, and, if so, I think the retirement should be given at 38 years of age, instead of 40 as suggested by Mr. Lindsay. I quite agree with him that retired and half-pay should be regulated by *standing* and not sea service, for the reasons he there gives.

Page 9. Captains.

I think the 200 captains would be quite sufficient for every purpose, provided a retired promotion at 46 were given to all commanders attaining that age. I would not recommend their employment in the coast guard, but power might be retained to call on any that are still fit for it to serve on coast guard or home defences in case of war. This would equally apply to retired commanders.

Admirals.

I have always thought that no captain should go on the active list of admirals after 55 years of age, and I would make 60, 65, 70, the age for retirement of admirals, giving the honorary appointments entirely to those so retired. But as all of the 200 captains would have equally desired to serve, or they should be removed from the active list, I think the pay should be the same for both active and retired admirals, provided they remained on captains' pay until they reached their admirals' rank; but the option might be given of taking an increased pay at once as retired captain, without any increase as admirals.

Lists.

One great advantage of such a system would be having one active and one retired list for each rank; and getting rid of the present numerous lists.

One lieutenants' retired list would be required, to which officers might be removed whom it was desirable not to retain on the active list, through causes short of dismissal from the service, but to whom their half pay might still be given.

I am, &c.
(signed) *B. J. Sulivan,*
Rear Admiral.

NAVY (OFFICERS AND SEAMEN).

COPY of a MEMORANDUM addressed by Mr. *W. S. Lindsay* to the First Lord of the Admiralty on the NAVY and its Sources of Supply as regards OFFICERS and SEAMEN; with a Copy of REMARKS thereon by Rear Admiral Sir *B. J. Sulivan*, K.C.B.

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed,*
19 *May* 1870.

247.

Under 2 *oz.*

NAVAL PROMOTION AND RETIREMENT

RETURN to an Order of the Honourable The House of Commons, dated 25 February 1870;—*for*,

COPIES "of ORDERS in COUNCIL of the 22nd day of February 1870, respecting NAVAL PROMOTION and RETIREMENT."

Admiralty, 25 February 1870.

JOHN HENRY BRIGGS, Chief Clerk.

At the Court at Windsor, the 22nd day of February 1870.

Present:—The Queen's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 19th of February 1870, in the words following, viz.:—

May it please Your Majesty,

WHEREAS We have had under Our consideration the present state of the Active Lists of Flag Officers, Captains, Commanders, and Lieutenants, and the Regulations now in force governing the retirement of these Officers as sanctioned by Your Majesty's several Orders in Council of 1st August 1860, 9th July 1864, and 24th March 1866; and whereas We are of opinion that, notwithstanding the reductions effected by these successive schemes of retirement, the lists still exceed in number the requirements of Your Majesty's Service, and that, with the view of increasing the efficiency of Officers by securing to them more frequent employment, an extended and more comprehensive scheme of compulsory and voluntary retirement should be made, applicable to all ranks in these portions of the Executive Branch of the Naval Service.

We would propose to Your Majesty, in order to effect the changes which appear to Us so manifestly imperative:—

A reduction in the number of Flag Officers on the Active List, and of the above-named Officers of the military ranks of Your Majesty's Navy generally;

An improved scale of retired pay as a just and honourable reward for past and meritorious service;

A more equal and rapid promotion to the higher grades of the Service, and due encouragement to Officers to serve whilst in health and vigour.

We further most humbly submit certain alterations in the definition of Sea Service and Harbour Service; in the length of Sea Service hitherto required to qualify Officers for promotion, which in some cases We have not deemed sufficient; and in the amount and distribution of Good Service and Greenwich Hospital pensions; all of which We are convinced will greatly conduce to the advantage of Your Majesty's Naval Service.

We would further submit to Your Majesty some temporary provisions which We are humbly of opinion will fully compensate Officers whose future prospects are affected, and allay any possible feelings of regret at being compulsorily retired from the Active Lists of Your Majesty's Navy.

In order to accomplish the important objects which We have in view, We humbly submit that Your Majesty will be graciously pleased to sanction the following propositions, and authorise Us to carry the several arrangements herein contemplated into operation from the 1st April 1870.

I.—As relates to Flag Officers.

1. Admirals of the Fleet.	To be retired at the age of 70 - -	To be retired, irrespective of age, at Our discretion, if found physically unfit to serve.
Admirals and Vice Admirals.	To be retired at the age of 65; or at any age so soon as 10 years have elapsed since their flag was hauled down, or (if they have not hoisted their flag) since their service as Captain ceased - - - -	
Rear Admirals -	To be retired at the age of 60; or at any age so soon as 10 years have elapsed since their flag was hauled down, or (if they have not hoisted their flag) since their service as Captain ceased - - - -	

2. Admirals and Vice Admirals to have the option of retiring at the age of 60, and Rear Admirals at the age of 55.

3. The Active Flag List to be reduced to 50:—

Admirals of the Fleet - - - - - - -	3
Admirals - - - - - - - - -	7
Vice Admirals - - - - - - - -	15
Rear Admirals - - - - - - - -	25

4. Admirals of the Fleet to receive on retirement the half-pay of their rank, and to be styled Retired Admirals of the Fleet.

5. Admirals, Vice Admirals, and Rear Admirals to be allowed on retirement to receive, at their option, either the half-pay of the rank from which they retire or the retired pay provided by these Regulations.

6. Admirals of the Fleet to be selected by Your Majesty from the Admirals on the Active List who have served as Commander in Chief or who have commanded at sea as Flag Officer for two years.

7. Vice Admirals to rise to the rank and title of Admiral on the Active List according to seniority.

8. Rear Admirals not to be eligible for promotion to the rank of Vice Admiral on the Active List until they have completed one year's sea service, or its equivalent in harbour service as Flag Officer; but such Officers as arrive at their turn for promotion, without having completed the qualifying service and not having attained the age for retirement, to remain on the Active List until qualified for promotion or until retired; if promoted, to take rank according to former seniority.

9. Vice Admirals retired from that rank to be entitled to rise by seniority to the rank of Retired Admiral.

10. Rear Admirals retired from that rank to be entitled to rise by seniority to the rank of Retired Vice Admiral, if, before retirement, they had served the time to qualify them for promotion.

II.—As relates to Captains.

1. To be retired at the age of 55, or at any age if seven years have elapsed since they last served.

2. To have the option of retiring at the age of 50; and to be retired, irrespective of age, at Our discretion, if found physically unfit to serve.

3. The active list of Captains to be reduced to 150:—

First Class - - - - - - - -	50
Second Class - - - - - - - -	50
Third Class - - - - - - - -	50

4. Captains to be allowed, on retirement, to receive at their option, either the active half-pay of that rank, or the retired pay provided by these Regulations. The retired pay for Captains, provided by Your Majesty's Orders in Council of 1st August 1860, 9th July 1864, and 24th March 1866, is hereby abolished, subject to the temporary provisions hereinafter set forth.

5. To

5. To qualify a Captain whose seniority brings him in turn, for advancement to the Active List of Flag Officers, he must have completed six years' sea service as Captain, or its equivalent in harbour service, but the first three years of such period must be sea service in command of a ship of war at sea; such Officers as arrive at their turn for promotion without having completed the qualifying service to be retired.

6. Captains retired from that rank to be entitled to rise by seniority to the rank of Retired Rear Admiral, if before retirement they had served the time to qualify them for promotion.

III.—As relates to Commanders.

1. To be retired at the age of 50, or at any age if five years have elapsed since they last served.

2. To have the option of retiring at the age of 45, and to be retired, irrespective of age, at Our discretion, if found physically unfit to serve.

3. The Active List of Commanders to be reduced to 200.

4. Commanders to be allowed on retirement to receive at their option, either the active half-pay of that rank or the retired pay provided by these Regulations. The retired pay for Commanders, provided by Your Majesty's Orders in Council of 1st August 1860, 9th July 1864, and 24th March 1866, is hereby abolished, subject to the temporary provisions hereinafter set forth.

5. To qualify a Commander for promotion to the rank of Captain on the Active List, he must have completed two years' sea service as Commander, or its equivalent in harbour service, but one year of such period must be sea service in a ship of war at sea.

6. A Commander may be promoted to the rank of Captain for gallantry in action, provided he has completed one year's sea service or its equivalent in the rank of Commander.

7. Commanders retired from that rank may, by Our permission (obtained at the time of their retirement, but not subsequently), rise one step in rank, if, before retirement, they had served the time to qualify them for promotion.

IV.—As relates to Lieutenants.

1. To be retired at the age of 45, or at any age, if five years have elapsed since they last served.

2. To have the option of retiring at the age of 40; and to be retired, irrespective of age, at Our discretion, if found physically unfit to serve.

3. The Active List of Lieutenants to be reduced to 600.

4. Lieutenants to be allowed on retirement to receive, at their option, either the active half-pay they may have earned by service, or the retired pay provided by these Regulations.

5. A number of Lieutenants, not exceeding 10 annually, being under 40 years of age, may with Our consent, and under such Regulations as We may think fit to make, retire upon the active half-pay they have earned by service.

6. The retired pay for Lieutenants, provided by Your Majesty's Orders in Council of 1st August 1860, 9th July 1864, and 24th March 1866, is hereby abolished, subject to the temporary provisions hereinafter set forth.

7. To qualify a Lieutenant for promotion to the rank of Commander on the Active List, he must have completed four years' sea service as Lieutenant, or its equivalent in harbour service, but three years of such period must be sea service in a ship of war at sea; this rule also to apply to promotions granted to Flag Officers on striking their flags.

8. A Lieutenant may be promoted to the rank of Commander for gallantry in action, provided he has completed two years' sea service or its equivalent in the rank of Lieutenant.

9. Lieutenants shall reckon service in the rank of Sub-Lieutenant and Acting Sub-Lieutenant towards increase of half-pay, in the following proportions:—

Under 3 years' service as Lieutenant	-	1 year of service as Sub-Lieutenant and Acting Sub-Lieutenant.
Under 6 „ „	-	2 ditto.
Above 6 „ „	-	All service as Sub-Lieutenant and Acting Sub-Lieutenant.

10. Lieutenants retired from that rank may, by Our permission (obtained at the time of their retirement, but not subsequently), rise one step in rank, if, before retirement, they had served the time to qualify them for promotion.

V.—Definition of Service for the above Ranks.

1. Service to mean service on full pay.

Service to be divided into "Sea Service" and "Harbour Service."

2. Harbour Service to be:—

(*a.*)—Service in Harbour Ships or their Tenders (with the exception of the Harbour Ships and Tenders at Ascension, Port Royal, Hong Kong, and Rio de Janeiro, and at such other foreign Ports as We may determine), and service in First Reserve (Coast Guard) Ships, after the first three years of such service; such first three years to reckon as sea service;

(*b.*)—Time in Hospital when sent from any of the above Ships, after the completion of three years' service as above;

(*c.*)—Service as Superintendents of Dockyards;

(*d.*)—Service when borne additional on the books of Harbour Ships, either for Ships about to be commissioned or for service on shore;

(*e.*)—Time when sick in Hospital beyond six weeks, in the case of an Officer whose service would otherwise be sea service;

(*f.*)—Service as Transport Officer on shore;

(*g.*)—Service in the Coast Guard on shore.

3. All other Full Pay service to count as sea service.

4. Sea service to count as full service for all purposes of pay, half-pay, promotion, and retirement; subject to any express qualifications made by these Regulations.

5. Harbour service to count as full service for full pay and half-pay; as two thirds of full service for retirement; and as half full service for promotion.

6. Provided always, that no service, however long, shall count for promotion, unless the Officer shall have served in a ship of war at sea the minimum period of sea service required by these Regulations for promotion.

7. "A ship of war at sea" to mean a ship, all service in which counts as sea service.

8. Time on half-pay not to count for increase of full pay or half-pay, nor for promotion, but to count as one-third of full service for retirement.

9. Provided always, that civil employment at or under the Admiralty, or service under any other department which may be declared by Us, with the consent of the Lords of Your Majesty's Treasury, to be for this purpose Naval Service, if it does not count for or towards Civil Superannuation, and service as Naval Attaché, shall count as full service for pay, half-pay, and retirement; but it shall not be deemed to be service for any other purpose.

VI.—Full Pay and Allowances.

1. The full pay of officers to continue as heretofore, with the following exceptions:—

		£.	s.	d.	
Captains	The first 50 to be allowed full pay of	1	13	–	a day.
	The next 50	1	7	6	„
	The remainder	1	2	6	„
	When any of the first 50 Captains are in command of the "Britannia," Reserve Ships, or the Royal Yacht, including pay and Command Money	2	5	–	„
Naval Cadets	To be allowed full pay of	–	1	–	„

2. The Table Money of 4 *l.* 10 *s.* a day allowed to Commanders in Chief on foreign stations to be extended to the Commander in Chief at Portsmouth.

3. Scale of Command Money to Captains, in addition to pay, excepting Captains paid at special rates:—

	s.	*d.*	
In sea-going rated ships and frigates, and such ships as the Admiralty may declare at the time of their being launched to be of the first class for this purpose	18	–	Provided that a separate table is kept.
In sea-going ships, other than the above	10	6	
In harbour ships, being rated ships or frigates, or such ships as the Admiralty may have declared to be of the first class for this purpose	12	–	
In harbour ships, other than the above	7	–	
Captains of ships not keeping a separate table, and Captains borne for full pay and employed on special service, but not in command of ships, to receive the pay of their class, and an allowance of 5 *s.* a day.			

VII.—Half-Pay.

Half-Pay to be allowed to the under-mentioned Officers, according to the following Scale:—

		£.	s.	d.
Admiral of the Fleet		3	7	–
Admiral		2	2	–
Vice Admiral		1	12	6
Rear Admiral		1	5	–
Captains	To each of the first 50 in seniority, provided they have served two years in command of a ship of war at sea	–	14	6
	To each of the next 50 - - ditto - ditto	–	12	6
	To the remainder, and those who have not served at sea as above	–	10	6
Commanders	To each of the first 100 in seniority, if they have served one year on full pay as Commander	–	10	–
	To the remainder, and those who have not served as above	–	8	6
Lieutenants	Under 3* years' service	–	4	–
	„ 6 „	–	5	–
	„ 9 „	–	6	–
	„ 12 „	–	7	–
	Above 12 „	–	8	6

* Lieutenants may be allowed 5 *s.* a day half-pay, if, through illness contracted in the service, they shall have been unable to serve 3 years as above.

Lieutenants with less than 3 years' service in the rank of Lieutenant will be allowed to reckon besides - - - 1 year's service as Sub-Lieutenant and Acting Sub-Lieutenant.
Ditto with less than 6 - ditto - - ditto - 2 - ditto - - ditto.
Ditto with above 6 - ditto - - ditto - all - ditto - - ditto.

VIII.—Retired Pay.

1. The Scale of Retired Pay, according to age and service, to be as follows, for Flag Officers, Captains, Commanders, and Lieutenants. An addition to be made, as specified, for each full year of additional sea service or its equivalent, but the same not to exceed five years; and a deduction to be made for each full year wanting to complete the periods specified, but the same not to exceed 10 years:—

Age.	Retired Pay.	Sea Service, or its equivalent in Harbour Service or in Half-Pay Time.	Addition or Deduction.
	£.	*Years.*	£.
Admirals - - - - -	850	30	20
Vice Admirals - - - -	725	29	15
Rear Admirals - - - -	600	27	10
Captains, Commanders, and Lieutenants:			
At 60 - - - - -	600	27	10
59 - - - - -	585	26	10
58 - - - - -	570	26	10
57 - - - - -	555	25	10
56 - - - - -	540	25	10
55 - - - - -	525	24	10
54 - - - - -	510	24	10
53 - - - - -	495	23	10
52 - - - - -	480	23	10
51 - - - - -	465	22	10
50 - - - - -	450	22	10
49 - - - - -	425	21	10
48 - - - - -	400	21	10
47 - - - - -	375	20	10
46 - - - - -	350	20	10
45 - - - - -	325	19	10
44 - - - - -	300	19	10
43 - - - - -	275	18	10
42 - - - - -	250	18	10
41 - - - - -	225	17	10
40 - - - - -	200	17	10

2. No retired Flag Officer to be allowed to receive, in respect of retired pay and good service pension, an amount exceeding the half-pay of an Admiral of the Fleet.

3. A Captain retired from that rank to receive in retired pay, together with good service pension, a sum not exceeding 600 *l.*; but should the two together exceed that amount, he will be retired on 600 *l.* a year, relinquishing his good service pension.

4. The pay of Commanders and Lieutenants, retired from those ranks, not to exceed 400 *l.* and 300 *l.* a year respectively.

5. After retirement, no increase of pay to be allowed to any Officer. The only addition possible will be in the form of pension.

6. No Officer to rise more than one step in rank at or after retirement.

7. All service as Sub-Lieutenant and Acting Sub-Lieutenant to reckon for increase of retired pay.

8. Power to be reserved to Us to suspend at any time, and with respect to any rank, the provisions of the Order under which an Officer may at his option retire, at an age less than that fixed for compulsory retirement in each rank.

9. The power vested in Us to grant lower rates of half-pay, in cases of misconduct, to be extended to retired pay.

10. Retirement from the Active List not to disqualify any Officer for employment at or under the Admiralty.

11. Officers to be allowed, at their own request, and with Our consent, to compound their retired pay under the rules laid down by Your Majesty's Treasury for administering Act 32 & 33 Vict. cap. 32.

IX.—Pensions.

1. No Officer to be allowed to hold two pensions at the same time, unless one of such pensions be a pension conferred for wounds received in the Service.

2. No Naval Aide-de-Camp, deriving emolument from his office, to be allowed to hold any pension, unless it shall be a pension conferred for wounds received in the Service.

3. Good service pensions to be awarded for good and meritorious service at sea, preference being given, in cases of special gallantry, to Officers who have commanded a ship in action against the enemy. Ten pensions of 300 *l.* a year each to be given to Flag Officers of all ranks on the Active List; the intention being that two may be held by Vice Admirals and two by Rear Admirals qualified for promotion. Twenty-five pensions of 150 *l.* a year each to be given to Captains.

4. All Officers in receipt of these pensions to be allowed to retain them after being retired.

5. In consideration of the increase in the number of good service pensions, the salaries attached to the offices of Vice Admiral and Rear Admiral of the United Kingdom will cease after the next vacancies.

6. Should any Officer holding a good service pension be in receipt of, or be appointed to, full pay or civil salary, or become entitled to a civil pension, exceeding the value of his good service pension, the latter pension to be suspended so long as he receives such pay, or salary, or civil pension, and the vacancy thus occasioned may be filled up.

7. When such employment shall have ceased, the officer will resume a good service pension although the list be full; in such case the next vacancy will not be filled up.

8. A Captain not to be allowed to retain his good service pension when promoted on the Active List; a Flag Officer to give up his good service pension if he shall become Governor of Greenwich Hospital or Naval Aide-de-Camp to Your Majesty.

9. No Admiral of the Fleet to be allowed to hold a pension unless conferred for wounds received in the Service.

10. Greenwich Hospital pensions for Flag Officers to be awarded to old, infirm, wounded, or disabled Officers on the Retired List, of long service, but not to be conferred as a qualification for retirement.

11. No Officer, except Flag Officers, in receipt of a Naval or Greenwich Hospital pension, to be allowed to retain it after being promoted.

12. No pension, except a pension for wounds, can be compounded.

X.—Temporary Provisions.

The following provisions to apply to Flag Officers, Captains, Commanders, and Lieutenants, now holding those ranks on the Active List:

1. All Officers to whom, in the following clauses, an option is given, must signify to Us, in writing, within such time as may be prescribed, in what manner they elect to exercise such option. In the event of their failing so to intimate their wishes, it will be deemed that they have elected the new Regulations laid down in this scheme.

2. The new scales of full pay and allowances to apply to all Officers, unless they request, in writing, within such time as may be prescribed, to be paid according to those now in force, in which case they will continue to receive the old rates of pay and allowances during all their future service.

3. Officers to whom option is given as to half-pay, promotion, and retirement, and who elect to be dealt with under the old Regulations, will retain their present rights, except so far as they are expressly limited by these temporary provisions; but, in that case, it must be clearly understood that they will have none of the advantages of the new Regulations.

4. Officers to whom the above option is given, and who elect to be dealt with under the new Regulations, will receive half-pay, and will be promoted and retired in accordance with them, but will retain no rights abolished by them, except so far as is expressly laid down in these temporary provisions.

5. Officers retired may, at their own request, and after obtaining in each case Our consent, commute their half or retired pay, under the Rules laid down by the Lords Commissioners of Your Majesty's Treasury, for administering Act 32 & 33 Vict. c. 32.

6. Admirals of the Fleet, and Admirals who commanded a ship as Captain or Commander prior to the termination of the War in 1815, to be allowed to remain on the Active List; such Admirals to be eligible for promotion to the rank of Admiral of the Fleet.

7. All other Flag Officers now on the Active List to have the option of being promoted and retired, either under the new Regulations, or under the terms of the Order in Council of 24th March 1866, but with the following modifications in the latter case:—

(*a.*) To be retired at 70, if an Admiral of the Fleet or Admiral; at 68, if a Vice Admiral; at 65, if a Rear Admiral; whether or not they have hoisted their flag or have been employed at the Admiralty; provided also, that Officers promoted to Active Flag rank, subsequently to 24th March 1866, will be subject to the new scale of age for retirement when promoted to the rank of Vice Admiral.

(*b.*) To be retired so soon as 10 years have elapsed since their flag was hauled down, or (if they have not hoisted their flag) since their service as Captain ceased.

(*c.*) When so retired, the names of those who have hoisted their flags, or have been employed at the Admiralty, will, if they should desire it, be retained on the Active List according to seniority, until such time as they would have been compulsorily retired under the Order in Council of 24th March 1866; but they will not be entitled to rise above the rank of Admiral or Retired Admiral. Their names to be supplementary to the established numbers of the list, and to be printed in italics; and when ultimately removed from the list by death or otherwise, the vacancies so caused not to be filled up.

(*d.*) Flag Officers so retired to retain their good service pensions.

(*e.*) It shall be lawful for Your Majesty, in cases of distinguished service, to confer the rank of Retired Admiral of the Fleet on any present Flag Officer retired under the above conditions, provided he shall be qualified for that rank by seniority, and according to these Regulations; provided that there shall not be already three Retired Admirals of the Fleet.

8. Flag Officers now on the Active List, who elect to be retired under the new Regulations, to be promoted according to seniority to the rank of Admiral on the Retired List, but without increase of retired pay.

9. The new requirement of service for promotion to the active rank of Vice Admiral not to be enforced with regard to Rear Admirals now on the Active List.

10. Rear Admirals now on the Active List, who elect or are allowed to be retired at once under the new Regulations, to be entitled to 675 *l.*, instead of 600 *l.* a year, as retired pay, subject to the deduction specified in the scale, but without the addition allowed for extra service.

11. Until the Active List of Admirals shall have been reduced to seven, only one in every two vacancies caused by retirement, or promotions consequent thereon, to be filled up.

12. Until the Active Lists of Vice Admirals and Rear Admirals shall have been reduced to 15 and 25 respectively, only one in every three vacancies caused by retirement, or promotions consequent thereon, to be filled up.

13. All vacancies caused by death to be filled up as they occur.

14. The Officers now holding the appointments of Vice Admiral and Rear Admiral of the United Kingdom, and First and Principal Naval Aide-de-Camp to Your Majesty, if retired as Admirals under the new Regulations, to receive an addition to their retired pay, not greater than the salary of their office; but the whole amount not to exceed the half-pay of an Admiral of the Fleet.

15. The new requirements of service for promotion to the rank of Rear Admiral not to be enforced with regard to Captains now on the Active List, who are at present qualified by service for promotion under the old Regulations.

16. All Captains now on the Active List, of more than eight years' standing, to be allowed the option of accepting, as to promotion and retirement, either the new Regulations, or those of Your Majesty's Order in Council of 24th March 1866, but with the following modifications in the latter case:—

(*a.*) Not to be allowed to remain on the Active List of Captains after the age of 60, or after seven years have elapsed since their service as Captain ceased.

(*b.*) When promoted to the Active Flag List, to be subject to the new Regulations in all respects, except that they will only be entitled, on retirement, to half-pay, according to the terms of the Order in Council of 24th March 1866.

17. All Captains now on the Active List, of less than eight years' standing, to be allowed the same option, except that they will in no case be allowed to remain on the Active List after the age of 55.

18. Until the Active Lists of Captains, Commanders, and Lieutenants shall have been reduced to 150, 200, and 600 respectively, only one in every four vacancies caused by retirement, and promotions consequent thereon, to be filled up. Vacancies caused by death to be filled up as they occur.

19. No further additions to be made to the list of Reserved Flag Officers.

20. The new requirements of service for promotion not to be enforced with regard to Commanders and Lieutenants now on the Active List, who are at the present time qualified by service for promotion under the old Regulations.

21. Such Commanders and Lieutenants now on the Active List, as are not at the present time qualified by service for promotion, will be promoted under the new Regulations.

22. All Commanders and Lieutenants now on the Active List, who may be retired under the provisions of this scheme, to be allowed the option of retiring on the terms of the new Regulations, or on the retired scale provided by Your Majesty's Orders in Council of 1st August 1860, 9th July 1864, and 24th March 1866. In either case, however, they will be retired at the respective ages of 50 and 45, or when they have not served for five years, but they will retain their present privilege as to rising in rank.

23. The advantages conferred by the Order in Council of 26th June 1867, on some of the Reserved Captains (F. G. List) to be extended to all such Captains; these Officers to be placed, according to seniority, as vacancies occur, on the Retired List, under Orders in Council of 24th April 1847, 25th June 1851, and 26th June 1867, and to rise to Flag Rank according to their seniority as Captain.

24. Until the present Active Lists shall have been reduced to the proposed numbers, any Officers may, with their consent, and at Our discretion, be retired; if above 40 years of age, on the terms of the new Regulations, if under 40 years of age, on the active half-pay of their rank.

All present Rules and Regulations, except in so far as they are expressly altered or limited by these general or temporary provisions, shall be deemed to remain in force.

In conclusion, We beg leave to represent to Your Majesty that, although by the great advantages conferred on Naval Officers by the scheme herein proposed, a considerable expense will for the present be incurred, the final result will be not only to make liberal provision for Officers on retirement and to increase the efficiency of the Active List, but eventually to effect an annual saving; and We beg further to inform Your Majesty that the Lords Commissioners of Your Majesty's Treasury have sanctioned the expenses which will be entailed in carrying out Our proposals.

Her Majesty having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

At the Court at Windsor, the 22nd day of February 1870.

Present:—The Queen's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 19th of February 1870, in the words following, viz.:—

May it please Your Majesty,

WHEREAS We have had under our consideration the Active Lists of Officers of Your Majesty's Fleet as regards—

Navigating Officers;
Inspectors of Machinery and Chief Engineers;
Chaplains and Naval Instructors;
Medical Officers;
Paymasters and Assistant Paymasters;

and whereas We are of opinion that, in order to increase the efficiency of these Lists and to maintain an equal and steady flow of Promotion, it is necessary to reduce the Active Lists, the numbers on which are now in excess of the requirements of Your Majesty's Service;

We would therefore propose to Your Majesty—

To extend the system of compulsory retirement;

To grant to Officers increased facilities for retiring from active employment;

To provide a new scale of retired pay applicable alike to all the ranks We have named;

To alter some of the rules relating to the definition of service;

To revise and, as far as possible, to harmonise scales of full and half-pay, and the existing distribution of pensions.

We would further most humbly propose certain provisions by which the existing privileges of Officers are duly respected.

Should Your Majesty be graciously pleased to sanction these propositions, We would suggest that We be authorised to carry them into effect from the 1st April 1870.

I.—AS RELATES TO NAVIGATING OFFICERS.

1. Staff Captains - -	To be retired at the age of 60; or at any age if they have not served for seven years - -	To be retired, irrespective of age, at Our discretion, if found physically unfit to serve.
Staff Commanders -	To be retired at the age of 55; or at any age if they have not served for five years - -	
Navigating Lieutenants	To be retired at the age of 45; or at any age if they have not served for five years - -	

2. Staff Captains to have the option of retiring at the age of 55, and Staff Commanders at the age of 50.

3. The Active List of Navigating Officers to be reduced to 265:—

Staff Captains - - - - - - - - - - -	15
Staff Commanders and Navigating Lieutenants - - -	250

4. All service as Navigating Sub-Lieutenant, and as Acting Navigating Sub-Lieutenant, to be allowed to reckon towards retirement and for increase of full pay and half-pay, in the proportion specified in the scales for full and half-pay, hereinafter set forth, where it is termed "Junior Service."

5. A number of Navigating Officers, not exceeding in all three annually, may be promoted from the ranks of Staff Captain, Staff Commander, Navigating Lieutenant or Navigating Sub-Lieutenant, to be Captain, Commander, Lieutenant, or Sub-Lieutenant respectively, under such Regulations as We may prescribe.

6. For the purposes of promotion on the Active List, and of rising in rank on being retired, "Sea Service" to mean service in Your Majesty's ships at sea.

7. Time served while surveying Coasts and Harbours in other than regular surveying vessels to count as sea service for all purposes.

8. Time served in the Coast Guard on shore only to count as two-thirds service for the purpose of retirement.

9. No Navigating Officer to be entitled to the rates of pay and half-pay exceeding 15*s.* and 9*s.* a day respectively, unless he shall have qualified for first-class ships under such Regulations as We may prescribe.

10. All Navigating Officers who have not qualified for first-class ships to receive when retired the active half-pay they have earned by service.

II.—As relates to Inspectors of Machinery and Chief Engineers.

1. Chief Inspectors and Inspectors of Machinery -	To be retired at the age of 60; or at any age if they have not served for seven years - -	To be retired, irrespective of age, at Our discretion, if found physically unfit to serve.
Chief Engineers - -	To be retired at the age of 55; or at any age if they have not served for five years - -	

2. Chief Inspectors and Inspectors of Machinery to have the option of retiring at the age of 55, and Chief Engineers at the age of 50.

3. The Active List of Inspectors of Machinery and Chief Engineers to be reduced to 180:—

Chief Inspectors and Inspectors - - - - - -	10
Chief Engineers - - - - - - - - -	170

4. All service as Engineer, and Assistant Engineer, 1st class, to be allowed to reckon towards retirement, and for increase of full pay and half-pay, in the proportions specified in the scales for full and half-pay hereinafter set forth, where it is termed "Junior Service."

III.—As relates to Chaplains.

1. To be retired at the age of 60; or at any age if they have not served for five years.

2. To have the option of retiring at the age of 55, and to be retired, irrespective of age, at Our discretion, if found physically unfit to serve.

3. The Active List of Chaplains, including Chaplains who are also Naval Instructors, to be reduced to 100.

4. Clergymen, duly qualified under such Regulations as We may make, to be allowed to take temporary service in the Navy, and will be appointed as "Acting Chaplains for Temporary Service" on such occasions. While so employed to occupy the same position, receive the same rates of pay, enjoy all the same privileges as ordinary Naval Chaplains, and be subject to the same Regulations, but not to be entitled to half-pay or other advantages at the termination of such temporary service.

5. The Regulation under which Chaplains are now allowed to retire on the half-pay earned by service on attaining 15 years' seniority to be abolished.

6. Chaplains accepting any Living to be at once placed on the Retired List.

IV.—As relates to Naval Instructors.

1. To be retired at the age of 60; or at any age if they have not served for three years.

2. To have the option of retiring at the age of 55, and to be retired, irrespective of age, at Our discretion, if found physically unfit to serve.

3. The Active List of Naval Instructors, including Chaplains who are also Naval Instructors, to be reduced to 75.

4. The Regulation under which Naval Instructors are now allowed to retire on half-pay, after 15 years' service, to be abolished.

V.—As relates to Medical Officers.

1. Inspectors and Deputy Inspectors of Hospitals and Fleets.	To be retired at the age of 65; or at any age if they have not served for five years - -	To be retired, irrespective of age, at Our discretion, if found physically unfit to serve.
Staff Surgeons - -	To be retired at the age of 60; or at any age if they have not served for five years - -	
Surgeons - - -	To be retired at the age of 55; or at any age if they have not served for five years - -	
Assistant Surgeons -	To be retired at the age of 45; or at any age if they have not served for five years - -	

2. Inspectors and Deputy Inspectors of Hospitals and Fleets to have the option of retiring at the age of 60; Staff Surgeons at the age of 55; and Surgeons at the age of 50.

3. The Active List of Medical Officers to be reduced to 476.

Inspectors General of Hospitals and Fleets - - -	4
Deputy Inspectors General of Hospitals and Fleets - -	12
Staff Surgeons and Surgeons - - - - - -	210
Assistant Surgeons - - - - - - - -	250

4. The present Regulations as to sea service for the purpose of promotion to remain in force; "Sea Service" to mean service in Your Majesty's ships at sea.

VI.—As relates to Paymasters and Assistant Paymasters.

1. Paymasters to be retired at the age of 60; or at any age if they have not served for five years.

2. To have the option of retiring at the age of 55, and to be retired, irrespective of age, at Our discretion, if found physically unfit to serve.

3. The Active List of Paymasters, including Secretaries, to be reduced to 240.

4. The number of Assistant Paymasters, Clerks, and Assistant Clerks to be reduced to 260.

5. All service as Assistant Paymaster to be allowed to reckon towards retirement, and for increase of full pay and half-pay, in the proportions specified in the scales for full and half-pay hereinafter set forth, where it is termed "Junior Service."

6. No Assistant Paymaster to hold the appointment of Secretary to a Commander in Chief, Flag Officer, or Commodore of the First Class.

7. Officers holding, or who may have held, civil employment under the Admiralty, not entitling them to civil superannuation, to be restored to, or retained in, their places on the Active List, if in all respects qualified for that List; with all advantages as to pay, half-pay, and retirement provided by Section VII., paragraph 3, of these Regulations.

VII.—Definition of Service for the above Ranks.

1. Service to mean service on full pay.

2. For the purposes of regulating pay, half-pay, promotion, and retirement, there will be no distinction between sea and harbour service, except as provided in Section I., with reference to Navigating Officers; and in Section V., with reference to Medical Officers.

3. Civil employment at or under the Admiralty, or service under any other department which may be declared by Us, with the consent of the Lords Commissioners of Your Majesty's Treasury, to be for this purpose Naval Service, if it does not count for or towards Civil superannuation, shall count as full service for increase of pay, half-pay, and towards retirement; but it shall not be deemed service for any other purpose.

4. Time on half-pay, with the exception of Civil service at or under the Admiralty, not to count for increase of full or half-pay, nor for promotion, but to count as one-third of full service for retirement.

VIII.—Full Pay.

The following Scale of Full Pay for the undermentioned Officers of Your Majesty's Fleet, to be substituted for that now in force.

		£.	s.	d.
Staff Captain		1	2	–
Staff Commander and Navigating Lieutenant	under 5 years' service	–	12	–
	„ 8 „	–	13	–
	„ 11 „	–	14	–
	„ 14 „	–	15	–
Chief Engineer*	„ 17 „	–	16	–
	„ 20 „	–	17	–
Chaplain	above 20 „	–	18	–
Naval Instructor	and for each additional year of service, 1 *s.* a day more until the maximum is reached, namely	1	2	–

A Chaplain and Naval Instructor, while acting in the double capacity, is to receive half of his pay as Naval Instructor, in addition to his pay as Chaplain.

Chief Inspector and Inspector of Machinery		1	5	–
The three Officers holding the appointments of Inspectors of Machinery Afloat for the Steam Reserves (whether they be Chief Inspectors, or Inspectors of Machinery), in consideration of their responsible duties		1	8	

* Chief Engineers of Flag Ships, except at Home Ports, to be granted, in consideration of their additional duties and responsibilities, an extra allowance of from 2 *s.* 6 *d.* to 5 *s.* a day, at Our discretion, according to the peculiar circumstances of each case.

			£.	s.	d.
Secretary	to Commodores of the 2nd Class		–	15	–
	to Flag Officers, not being Commanders in Chief	under five years of actual service as Secretaries to Flag Officers and Commodores of 1st Class	1	–	–
		under 8	1	1	–
		„ 11	1	2	–
		„ 14	1	3	–
		after 14	1	4	
	to Commanders in Chief	under five years actual service as Secretaries to Flag Officers and Commodores of the 1st Class	1	5	–
		under 8	1	7	–
		„ 11	1	8	–
		„ 14	1	9	–
		after 14	1	10	–
Paymaster	under 5 years' service		–	14	–
	„ 8 „		–	15	–
	„ 11 „			16	–
	„ 14 „		–	17	–
	„ 17 „		–	19	–
	„ 20 „		1	1	–
	above 20 „		1	2	6
	and for each additional year of service, 1 *s.* 6 *d.* a day more until the maximum is reached, namely		1	13	–

Secretaries are to have the option, to be exercised on appointment, of being paid as Paymaster or as Secretary.

Secretaries will no longer draw half-pay in addition to their pay as Secretary.

		£.	s.	d.
Inspector General of Hospitals and Fleets	on promotion or under 25 years' service	2	5	–
	„ above 25 „	2	6	–
	and for each additional year of service, 1 *s.* a day more until the maximum is reached, namely	2	10	–
Deputy Inspector General of Hospitals and Fleets	on promotion or under 22 years' service	1	11	–
	„ above 22 „	1	12	–
	and for each additional year of service, 1 *s.* a day more until the maximum is reached, namely	1	18	–
Staff Surgeon	on promotion or under 20 years' service	1	3	–
	„ above 20 „	1	4	–
	and for each additional year of service, 1 *s.* a day more until the maximum is reached, namely	1	10	–
Surgeon	on promotion or under 14 years' service	–	18	–
	„ „ 17 „	1	–	–
	and for each additional year of service, 1 *s.* a day more until the maximum is reached, namely	1	2	–

		£.	s.	d.
Assistant Surgeon	under 5 years' service	–	11	–
	„ 8 „	–	12	6
	„ 11 „	–	14	–
	„ 14 provided he passed his examination for Surgeon while under 10 years' service	–	15	6
	above 14 provided he passed his examination for Surgeon while under 10 years' service	–	17	–

NOTE:—

Officers with less than five years' service in the Senior Rank will be allowed to reckon two years' Junior Service besides.

Officers with less than eight years' service in the Senior Rank will be allowed to reckon four years' Junior Service besides.

Officers with less than 11 years' service in the Senior Rank will be allowed to reckon six years' Junior Service besides.

Officers with above 11 years' service in the Senior Rank will be allowed to reckon all Junior Service which is allowed to count.

IX.—Half-pay.

Half-pay to be allowed to the undermentioned Officers, according to the following Scale:—

		£.	s.	d.
Staff Commanders and Navigating Lieutenants and Inspectors of Machinery and Chief Engineers and Paymasters and Secretaries and Chaplains and Naval Instructors after 3 years' service	under 5 years' service	–	6	–
	„ 8 „	–	7	–
	„ 11 „	–	8	–
	„ 14 „	–	9	–
	„ 17 „	–	10	6
	„ 20 „	–	12	–
	„ 25 „	–	14	–
	above 25 „	–	16	–
Staff Captains and Chief Inspectors, and Inspectors of Machinery		–	16	–
Chaplains and Naval Instructors	for 10 years' service in the double capacity, an addition of	–	2	–
	„ 15	–	4	–
	„ 20	–	6	–
Secretaries	after 8 and under 11 years' actual service as Secretary to Flag Officers and Commodores of the 1st Class	–	12	–
	under 14	–	14	6
	above 14	–	17	–
Assistant Surgeon	under 5 years' service	–	6	–
	„ 8 years' „	–	8	–
	„ 11 years' „	–	10	–
	above 11 years', provided he passed his examination for Surgeon while under 10 years' service	–	11	–
Surgeon	on promotion or under 14 years' service	–	11	–
	„ 17 years' „	–	13	–
	„ above 17 years' „	–	14	–
Staff Surgeon	on promotion or under 20 years' service	–	16	
	„ above 20 years' „	–	16	6
	and for each additional year of service, 6 *d.* a day more until the maximum is reached, namely	–	18	6
Deputy Inspector General of Hospitals and Fleets	on promotion or under 22 years' service	1	1	–
	„ above 22 years' „	1	2	–
	and for each additional year of service, 1 *s.* a day more until the maximum is reached, namely	1	7	–
Inspector General of Hospitals and Fleets	on promotion or under 25 years' service	1	11	–
	„ above 25 years' „	1	12	–
	and for each additional year of service, 1 *s.* a day more until the maximum is reached, namely	1	18	–

NOTE:—

Officers with less than 5 years' service in the Senior Rank will be allowed to reckon 2 years' Junior Service besides.

Officers with less than 8 years' service in the Senior Rank will be allowed to reckon 4 years' Junior Service besides.

Officers with less than 11 years' service in the Senior Rank will be allowed to reckon 6 years' Junior Service besides.

Officers with above 11 years' service in the Senior Rank will be allowed to reckon all Junior Servicewhich is allowed to count.

X.—Retired Pay.

The Scale of Retired Pay, according to age and service, to be as follows for Navigating Officers, Inspectors of Machinery and Chief Engineers, Chaplains, Naval Instructors, Medical Officers, and Paymasters.

An addition to be made as specified for each full year of additional sea service, or its equivalent, but the same not to exceed five years, and a deduction to be made for each full year wanting to complete the periods specified, but the same not to exceed 10 years.

AGE.	Retired Pay.	Sea or Harbour Service, or its Equivalent in Half-pay Time.	Addition or Deduction.	AGE.	Retired Pay.	Sea or Harbour Service, or its Equivalent in Half-pay Time.	Addition or Deduction.
	£.	*Years.*	£.		£.	*Years.*	£.
60	450	30	10	49	335	24	10
59	440	29	10	48	320	24	10
58	430	29	10	47	305	23	10
57	420	28	10	46	290	23	10
56	410	28	10	45	275	22	10
55	400	27	10	44	260	22	10
54	390	27	10	43	245	21	10
53	380	26	10	42	230	21	10
52	370	26	10	41	215	20	10
51	360	25	10	40	200	20	10
50	350	25	10				

1. An extra 10 *l.* per annum to be given to Staff Captains and to Chief Inspectors and Inspectors of Machinery, for each year's service in those ranks, provided that such increase will not bring their retired pay to more than 450 *l.* a year, which shall be the maximum retired pay for those ranks.

2. The maximum retired pay for the following Officers not to exceed the sum stated against each rank:—

	£.
Chaplain and Naval Instructor	450
Secretary	
Paymaster	
Chaplain	
Staff Commander	400
Staff Surgeon	
Chief Engineer	
Naval Instructor	
Surgeon	300
Navigating Lieutenant	
Assistant Surgeon	200

3. Officers to be allowed, at their option, to retire either upon the above scale or on the active half-pay of their rank at the time of retirement.

4. The retired pay of Officers who entered, or who shall hereafter enter, Your Majesty's service after the age of 25, and in cases of Chaplains or Chaplains and Naval Instructors after the age of 30, will not depend on their age, but on their service only. The provisions contained in first and fourth columns of the Scale of Retired Pay will not apply to such Officers; but the retired pay shall in no case exceed the fixed maximum for each rank. Should any such Officer have less than 20 years' service he will be granted on retirement the active half-pay he has earned by service.

5. After retirement no increase of pay to be allowed to any Officer. The only addition possible to be in the form of pension.

6. The power vested in Us to grant lower rates of half-pay in cases of misconduct, to be extended to retired pay.

7. Power to be reserved to Us to suspend at any time, and with respect to any rank, the provisions of the Order, under which an Officer may, at his option, retire at an age less than that fixed for compulsory retirement in each rank.

8. Retirement from the Active List not to disqualify any Officer for employment at or under the Admiralty.

9. All Officers to be allowed, at their own request, and with Our consent, to compound their retired pay under the Rules laid down by the Lords Commissioners of Your Majesty's Treasury for administering Act 32 & 33 Vict. cap. 32.

XI.—Pensions.

1. Naval and Greenwich Hospital Pensions to be awarded to old, infirm, wounded, and disabled Officers on the Retired List of long service, but not to be conferred as a qualification for retirement. Except, as herein stated, the qualification for, and the distribution and amounts of, these pensions to remain as defined by existing Regulations.

2. The following alteration in the distribution and amounts of Greenwich Hospital pensions to be made :—

		£.
Staff Captains and Captains retired from Staff Captains' List	1	Pension of 80
Staff Commanders and Navigating Lieutenants, and Captains retired from Staff Commanders' List	2	Pensions of 50
Chief Inspectors and Inspectors of Machinery	1	Pension of 80
Chief Engineers	7	Pensions of 50

3. In calculating service for these Pensions, the same rules to apply as for retirement.

4. All Officers in receipt of Naval or Greenwich Hospital Pensions, not to be allowed to retain them after being promoted.

5. No pension, except a pension for wounds, can be compounded.

XII.—Temporary Provisions.

1. The following provisions to apply to Navigating Officers, Chief Inspectors, and Inspectors of Machinery, Chief Engineers, Chaplains, Naval Instructors, Medical Officers, Paymasters, and Assistant Paymasters now holding those ranks on the Active List.

2. All Officers to whom, under the following clauses, an option is given, must signify to Us in writing, within such time as may be prescribed, in what manner they elect to exercise such option. In the event of their failing to intimate their wishes, it will be assumed that they have elected the new Regulations for retirement laid down in this scheme.

3. The new scales of pay and allowances to apply to all officers, unless they request in writing, within such time as may be prescribed, to be paid according to those now in force, in which case they will continue to receive the old rates of pay and allowances during all their future service; except present Assistant Paymasters, who, when promoted to the rank of Paymaster, will only be entitled to receive pay according to the new scale.

4. Officers to whom option is given, and who elect to be dealt with under the old Regulations, will retain their present rights as to half-pay, promotion, and retirement, except so far as they are expressly limited by these temporary provisions, but they will have none of the advantages of the new Regulations, except as to pay and allowances, in accordance with the preceding clause.

5. Officers to whom option is given, and who elect to be dealt with under the "New Regulations" will receive half-pay, and will be promoted and retired in accordance with them, and will retain no rights abolished by them, except so far as is expressly laid down in these temporary provisions.

6. Present Navigating Officers, Chief Inspectors and Inspectors of Machinery, Chief Engineers, Medical Officers, and Paymasters, to be retired under the conditions as to age and non-service within a term of years, which are fixed by the new Regulations; but to be allowed an option of retiring on the scale herein provided, or on the terms they now enjoy.

7. Present Chaplains and Naval Instructors to be allowed, at their option, either the terms of the new Regulations as to half-pay and retirement, or the privilege of remaining under the old Regulations; but in no case to be allowed to remain on the Active List after they have attained the age of 60.

8. Chief Engineers who entered Your Majesty's service before 27th February 1847, to be allowed to count towards retirement all time served as 1st class and 2nd class Engineer.

9. Until the Assistant Paymasters' List is reduced to 200, Assistant Paymasters of three years' standing may, with their consent, be retired with the pay of 3*s.* 6*d.* per diem, an additional 6*d.* being given for each complete year beyond three served as Assistant Paymaster, until the maximum is reached, viz., 6*s.* per diem.

10. Until the Active Lists shall have been reduced to the numbers proposed, Officers, of whatever age, may be retired with their consent, and at Our discretion, if they are above 40 years of age, upon the terms of the new Regulations; if they are under 40, upon the half-pay of their rank, according to the new Regulations.

All present Rules and Regulations, except in so far as they are expressly altered or limited by these general or temporary provisions, shall be deemed to remain in force.

In conclusion, We beg leave to represent to Your Majesty that, although an immediate increase of expenditure will be occasioned in consequence of the advantages conferred on Officers by the proposals herein contained, there will ultimately arise a considerable annual saving, and that the expenditure consequent on the propositions herein contained has been sanctioned by the Lords Commissioners of Your Majesty's Treasury.

Her Majesty having taken the said Memorial into consideration, was pleased by and with the advice of Her Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

At the Court at Windsor, the 22nd day of February 1870.

Present:—The Queen's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 19th of February 1870, in the words following, viz.:—

May it please Your Majesty,

WHEREAS We are of opinion that it will greatly tend towards the efficiency of Your Majesty's service were We empowered to introduce certain alterations into the existing system of Promotion and Retirement of Officers in Your Majesty's Royal Marine Forces. We would, therefore, venture to submit to Your Majesty the following propositions:—

That the system of compulsory retirement be extended to all the higher grades, so as to cause a more even and constant flow of promotion.

That a scheme of retirement be established on a scale more liberal than that now existing, and more duly proportioned to the length of the service of Officers.

Should Your Majesty be pleased to approve of these Our propositions, We would humbly submit that the same should take effect from the 1st April 1870.

As relates to Officers of the Royal Marines.

1. There shall be a fixed establishment of 12 General Officers of Royal Marines, to be appointed as follows:—

To the Artillery Branch—

1	General.
1	Lieutenant General.
1	Major General.
Total - -	3

To the Infantry Branch—

2	Generals.
2	Lieutenant Generals.
5	Major Generals.
Total - -	9

2. Every vacancy on the fixed list of General Officers in each branch to be filled, as the case may be, by the Senior Lieutenant General or Major General of that branch, or by the Senior Colonel of that branch on the Reserved List, or by the Senior Colonel on the serving strength of that branch of the corps, unless there shall be a supernumerary Officer, in which case the supernumerary to fill the vacancy.

3. The

3. The appointment of Colonel of Division to be abolished.

4. Compulsory retirement to be extended to all ranks.

	To be retired at	May retire at	
General Officers	70	—	To be retired at any age at Our discretion if found physically unfit to serve.
Reserved Colonels Commandant	65	—	
Colonels other than Commandants	60	54	
Lieutenant Colonels	54	48	
Paymasters and Barrackmasters holding Brevet or Honorary rank.	54	48	
Captains	48	42	

5. All Officers to be retired irrespective of age, at Our discretion, if physically unfit to serve.

6. Power to be reserved to Us, to suspend at any time, and with respect to any rank, the provisions of the Order under which an Officer may at his option retire, at an age less than that fixed for compulsory retirement in each rank.

7. Officers retired at an age earlier than that fixed for optional retirement, to receive such rates of retired pay as We may deem proper in each case, not being less in amount than the sum fixed as the maximum for the next lower grade.

8. An Officer placed upon the Retired List in no case to be replaced on the Active List.

9. An Officer placed on the Retired List may receive a step of honorary rank at his own request, and with Our consent.

10. General Officers to be retired on the full pay of a Colonel Commandant.

11. Reserved Colonels Commandant to be retired on 600 *l.* a year.

12. All other officers retired to receive retired pay according to the following scale, subject to the provisions contained in Clause 14 :—

Age.	Retired Pay.	Number of Years' Service.	Age.	Retired Pay.	Number of Years' Service.
	£.			£.	
60	600	40	50	425	30
59	585	39	49	400	29
58	570	38	48	375	28
57	555	37	47	350	27
56	540	36	46	325	26
55	525	35	45	300	25
54	510	34	44	275	24
53	495	33	43	250	23
52	475	32	42	225	22
51	450	31			

13. A deduction to be made of 10 *l.*, for each year wanting to complete the periods of service specified in the above scale, except in the case of Officers placed on half-pay in order to effect the reduction of the lists. These Officers to be allowed to count such time on half-pay as full service for retirement.

14. The maximum retired pay for the following Officers not to exceed the sums stated against each rank :—

	£.
Colonel	600
Lieutenant Colonel	450
Paymaster } with brevet or honorary rank	450
Barrackmaster } with brevet or honorary rank	450
Captain	300

15. Good service pensions to be six in number, and to be distributed amongst General Officers, whether on the Active or Retired List. These pensions to be of the value of 200*l.* a year each, and to be held for life. The emoluments of the Officers at present holding the appointment of Colonels of Divisions to be deemed to include good service pensions.

16. A General Officer to receive the pay of Colonel Commandant.

17. A Colonel Commandant, either on attaining 60 years of age, or at the expiration of his command, to be placed on a Reserved List with the pay of 600*l.* per annum; and, while on that list, to be eligible for promotion to the fixed list of General Officers in his turn. If he attains the age of 65 without being so promoted, to be removed to the Retired List.

18. An Officer retired may, at his own request, and with Our consent, compound his retired pay under the Rules laid down by the Lords Commissioners of Your Majesty's Treasury for administering Act 32 & 33 Vict. cap. 32.

19. No pension, except a pension for wounds, can be compounded.

20. General Officers now on the list to be retired at 70 on retired pay, equal in amount to their present emoluments, but not to receive a good service pension in addition to their emoluments as Colonel of a Division.

21. Colonels Commandant now on the list, whose command dates from, on, or before 27th July 1867, to receive, when placed on the Reserved List, the amount of their present pay.

22. Captains now on the list of 25 years' service not to be compulsorily retired until the age of 50; and Paymasters and Barrackmasters now holding such appointments not to be compulsorily retired until the age of 60.

All present Rules and Regulations, except in so far as they are altered or limited by these general or temporary provisions, shall be deemed to remain in force.

We beg leave to represent to Your Majesty, that the Lords Commissioners of Your Majesty's Treasury have sanctioned the expenditure which may be incurred.

Her Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

At the Court at Windsor, the 22nd day of February 1870.

Present:—The Queen's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 19th of February 1870, in the words following, viz.:—

May it please Your Majesty,—

WHEREAS We have had under our consideration the Active Lists of Chief Warrant Officers, Warrant Officers, and Engineers of Your Majesty's fleet. We would humbly submit to Your Majesty the following propositions, by means of which We should be enabled to carry out the measures We consider essential to the efficiency of Your Majesty's service, and in which We have duly respected the existing privileges of Officers.

We propose to Your Majesty—

A reduction of these lists, and the establishment of fixed numbers for the future;

The abolition of the distinction between the second and third classes of Warrant Officers;

An extension of the system of compulsory retirement;

Greater facilities for optional retirement;

An augmentation of the scale of retiring pensions;

An improvement of some of the existing rates of pay, and the alteration of certain Rules relating to service.

We beg leave further to recommend to Your Majesty that, in consideration of the peculiar circumstances of their case, We be empowered to grant pensions to Widows of Warrant Officers who died between 19th July 1830 and 1st January 1860, should such Widows be otherwise qualified under existing regulations.

Should Your Majesty be pleased to sanction these Our proposals, We would most humbly suggest that We be empowered to carry them into effect from the 1st of April 1870.

As relates to Chief Gunners, Chief Boatswains, Chief Carpenters, and Warrant Officers.

1. The numbers of the above officers not to exceed—

Chief Gunners	12
Chief Boatswains, exclusive of Officers holding the honorary rank in virtue of their appointments	12
Chief Carpenters	12
Gunners, 1st class	100
„ 2nd class	150
Boatswain, 1st class	150
„ 2nd class	250
Carpenters, 1st class	80
„ 2nd class	120

2. Warrant Officers in future to be divided into two classes only.

3. Warrant Officers now in the 3rd class to be at once promoted to the 2nd class, and paid according to the new scale.

4. Chief Gunners, Chief Boatswains, and Chief Carpenters, to receive as pay, 9 *s.* per diem; Warrant Officers of the 1st class, 7 *s.* 6 *d.* per diem; of the 2nd class, 5 *s.* 6 *d.* per diem.

5. An allowance of 6 *d.* per diem to be given to each of the above Officers when in charge of stores in a sea-going ship in commission. This allowance to be exclusive of the tool-money allowed to Carpenters.

6. Harbour-pay and the distinction between harbour and sea service to be abolished.

7. All Officers of these grades to be pensioned on attaining 55 years of age; and at any age if found physically unfit for service at sea. They may be pensioned at their own request on attaining 50 years of age.

8. Power to be reserved to Us to suspend at any time, and with respect to any rank, the foregoing provision under which an Officer may at his option retire, at an age less than that fixed for compulsory retirement in each rank.

9. The scale of retiring pensions to be as follows:—

	Pension for each Year's Service, above the Rank of Petty Officer.	Addition for each Year's Service as Seaman or Petty Officer, but the Additional Time allowed for service as Seaman-Gunner not to count.	Maximum Pension not to exceed
	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*
Chief Gunner „ Boatswain „ Carpenter	5 – –	1 10 –	150 – –
Warrant Officers:			
1st Class	4 – –	1 10 –	120 – –
2nd Class	3 10 –		90 – –

10. Warrant Officers holding appointments in Your Majesty's Yards, if not entitled to civil superannuation, to count such service as Warrant Officers' time towards pension, on the above scale.

11. Officers guilty of misconduct to receive such lower rates of pay and pension as We may determine.

12. In the case of Gunners, Boatswains, and Carpenters warranted subsequently to 30th June 1830, and who died prior to the 1st January 1860, their widows, if otherwise qualified under existing Regulations, to be entitled to receive the pension of 25 *l.* a year, under the conditions laid down in Your Majesty's Order in Council of 23rd January 1860.

13. Present Warrant Officers of the 2nd class to continue to receive as pay 6 *s.* a day.

14. All Warrant Officers to be allowed at their request, and with Our consent, to compound their pensions, except Greenwich Hospital pensions, under the rules laid down by the Lords Commissioners of Your Majesty's Treasury for administering Act 32 & 33 Vict. c. 32.

All present Rules and Regulations, except in so far as they are altered or limited by these provisions, shall be deemed to remain in force.

As relates to Engineers and Assistant Engineers.

1. The Active List of Engineers and Assistant Engineers not to exceed 800.

2. The rates of full-pay to be as at present, with the exception that an Engineer who has served five years in that rank shall receive 10 *s.* a day.

3. The term "Harbour-service" to be abolished. Harbour-pay in future to be termed half-pay, and the rates thereof to be the same as those of harbour-pay at present.

4. No officer to be in future appointed Engineer for special charge.

5. Engineers qualified for promotion to Chief Engineer to be pensioned at 50 years of age. "Engineers for special charge," Engineers not qualified for promotion to Chief Engineer, and Assistant Engineers, to be pensioned at 45 years of age; and at any age if they have either not served in one of Your Majesty's ships at sea during the last six years, or if found physically unfit to serve.

6. The following to be the scale of pensions to Engineer Officers:—

	For each Year's Service.	For each Year on Half-Pay.	Maximum.
	£.	£. *s.* *d.*	£.
Engineer for special charge - -	7	3 10 –	150
Engineer - - - - - -	6	3 – –	130
Assistant Engineer - - - -	5	2 10 –	110

7. An Assistant Engineer of less than five years' standing to receive in lieu of pension a gratuity of 10 *l.* for each complete year's service.

8. Engineer Officers who entered Your Majesty's service prior to the 12th October 1863, to receive, when pensioned, not less than 100 *l.* if Engineer for special charge or Engineer; 80 *l.* if Assistant Engineer 1st class; or 65 *l.* if Assistant Engineer 2nd class: provided in each case that they are retired at 45 years of age.

9. The existing powers vested in Us, of granting lower rates of half-pay in cases of misconduct, to be extended to pensions.

10. All Engineer Officers to be allowed, at their request, and with our consent, to compound their pensions, except Greenwich Hospital pensions, under the Rules laid down by the Lords Commissioners of Your Majesty's Treasury for administering Act 32 & 33 Vict. c. 32.

Temporary Provisions.

1. Until the list of Engineer Officers shall have been reduced to the proposed numbers, Officers of any age may, with their consent, and at Our discretion, be pensioned on the scale they have earned by service.

2. Power to be reserved to Us to suspend at any time, and with respect to these ranks, the above provision under which an Officer may at his option retire, at an age earlier than that fixed for compulsory retirement in each rank.

3. "Engineers for special charge," and Engineers now on the Active List, not to be compelled to retire until they have attained the age of 50, unless they have either not served at sea for six years, or are physically unfit for service.

All present Rules and Regulations, except in so far as they are hereby expressly altered or limited, shall be deemed to remain in force.

We would represent to Your Majesty that, though some additional immediate expenditure may be entailed in order to carry out these propositions, considerable economy will be the ultimate result of their working; and that the Lords Commissioners of Your Majesty's Treasury have concurred in these arrangements.

Her Majesty having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

At the Court at Windsor, the 22nd day of February 1870.

Present :—The Queen's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 19th of February 1870, in the words following, viz. :—

May it please your Majesty,

WHEREAS by Orders in Council of 5th February 1834, 29th June 1842, 30th January 1856, 1st August 1860, and 4th February 1861, Your Majesty has been graciously pleased to make provision empowering us to confer promotion to the Active and Retired Lists of Your Majesty's Navy, on certain Officers who may be annually recommended to Us for the good and faithful discharge of their duties in the Coast Guard Service, or in Revenue Cruisers, as well as to grant advantages as regards retired pay upon some of these Officers.

2. Whereas by Orders in Council of 7th February 1857 and 1st August 1860, Your Majesty has been pleased also to confer power on Us to select annually for promotion either to the Active or Retired List one of the Lieutenants employed as Admiralty Agents on board contract mail steam vessels.

3. And whereas the position of these branches of Your Majesty's Service has been materially altered, the prospects of Officers serving in them as regards advancement and retirement have been greatly improved, and the number of Officers employed considerably diminished, We are of opinion that such promotions are no longer needed, the more especially as by Our proposals, the Active List generally of Your Majesty's Navy will be reduced.

4. We would therefore most humbly submit to Your Majesty, that in future no special annual promotions be made, either to the Active or Retired Lists for service in the Coast Guard, Revenue Cruisers, or contract mail steam vessels, and that the provisions of your Majesty's several Orders in Council authorising such promotions be repealed.

Her Majesty having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

NAVAL PROMOTION AND RETIREMENT.

COPIES of ORDERS in COUNCIL of 22 February 1870, respecting NAVAL PROMOTION and RETIREMENT.

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed,*
25 *February* 1870.

83 +

Under 3 *oz.*

AN ACCOUNT

SHOWING THE

RECEIPT AND EXPENDITURE

OF

NAVAL PRIZE, BOUNTY, SALVAGE, AND OTHER MONEYS,

BETWEEN THE

1st April 1869 and the 31st March 1870.

Admiralty,
26 July 1870.

THOS. WOLLEY,
Chief Clerk.

(*Presented pursuant to Act* 27 *&* 28 *Vict. c.* 24.)

Ordered, by The House of Commons, *to be Printed,*
27 *July* 1870.

AN ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY,

(Prepared pursuant to Her Majesty's Order in Council of the

	£. s. d.	£. s. d.
UNCLAIMED SHARE ACCOUNT PRIOR TO 1 APRIL 1865:		
To Balance of Unclaimed Prize, Bounty, Salvage, and other Moneys remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869 - - - - - - - - - -	- - -	4,422 - 11
GOVERNMENT PER-CENTAGE ACCOUNT:		
To Balance of Amount of per-centage deductions remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869	3,173 - 11	
To Amount of per-centage deductions from the net sums distributable, brought to account in the year - - - - - - - - - - -	1,430 4 1	4,603 5 -
PRIZE FORFEITURES BY DESERTION, &c.:		
To Balance of Amount of shares forfeited by Desertion, &c., remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869 - - - - - - - - - - - - -	800 12 3	
To Amount of shares forfeited by Desertion, &c., brought to account during the year	169 13 2	970 5 5
SLAVE AND TONNAGE BOUNTIES:		
To Balance of the Proceeds of the Sale of certain Slave Vessels, including Slave and Tonnage Bounties awarded, remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869, and detailed in Paper (A.) annexed - - - - - - - - - - - -	19,079 4 10	
To Proceeds of the Sale of certain Slave Vessels captured by Her Majesty's ships, including the amount of Slave and Tonnage Bounties awarded, as per Paper (A.) annexed, paid to the Naval Prize Account of Her Majesty's Paymaster General at the Bank of England under Her Majesty's Order in Council of the 5th December 1865 (pursuant to Act 27 & 28 Vict. c. 24) - - - -	46,773 1 8	
		65,852 6 6
Carried forward - - - £.		75,847 17 10

SALVAGE, and other MONEYS, between the 1st April 1869 and the 31st March 1870.

5th December 1865, under Act 27 & 28 Vict. c. 24.)

	£. s. d.	£. s. d.
UNCLAIMED SHARE ACCOUNT PRIOR TO 1ST APRIL 1865:		
By Amount of Unclaimed Shares of Prize, Bounty, Salvage, and other Moneys distributed and paid during the year out of the Balance, per contra - -	- - -	63 16 -
Note.—The sum of 36,000 *l.* (in addition to the 173,000 *l.* referred to in the Annual Account for 1854–55, Parliamentary Paper, No. 233, of Session 1855), was transferred from this Account to the Consolidated Fund, between 1st April 1855 and 31st March 1865, and is available, under the 17th section of Act 27 & 28 Vict. c. 24, for the payment of any claim on account thereof, which the Naval Prize Cash Balance may not be sufficient to meet.		
GOVERNMENT PER-CENTAGE ACCOUNT:		
By Amount of Allowance paid to the Accountant General, and to the Clerk for preparing the Annual Account - - - - - - - - - -	150 - -	
By Amount of Shares allowed to be paid under the authority of the Lords Commissioners of the Admiralty, after distribution had taken place - -	20 9 -	
		170 9 -
SLAVE AND TONNAGE BOUNTIES:		
By Amount distributed and paid during the year out of the Balance and Receipts, per contra, as detailed in Paper (A.) annexed - - - - -	- - -	20,602 18 10
Carried forward - - - £.		20,837 3 10

AN ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY,

	£. s. d.	£. s. d.
Brought forward - - -	- - -	75,847 17 10
SALVAGE SERVICES RENDERED BY HER MAJESTY'S SHIPS:		
To Balance of Amount recovered from Owners of certain Merchant Vessels for Salvage Services rendered to them by Her Majesty's ships, remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869 - - - - - - - - - - - - - -	3,358 6 6	
To Amount received from the Owners of certain Merchant Vessels, for Salvage Services rendered by Her Majesty's ships, and paid to the Account of Her Majesty's Paymaster General at the Bank of England, between 1st April 1869 and 31st March 1870, under Her Majesty's Order in Council of 5th December 1865 (pursuant to Act 27 & 28 Vict. c. 24), viz.:—		
For Salvage Service rendered to the "Jason," by H.M.S. "Racoon" - -	500 – –	
Ditto - - ditto - - - - "Castle Troy," by H.M.S. "Orwell" -	20 – –	
Ditto - - ditto - - - - "Cambria," by H.M.S. "Fox" - -	285 – –	
Ditto - - ditto - - - - "Agnes," by H.M.S. "Trident," further Dividends from the Estate of Messrs. Goode & Co. - - - - - -	124 5 1	
Ditto - - ditto - - - - "Orion," by H.M.S. "Dasher" - -	75 – –	
Ditto - - ditto - - - - "Bremensis" by H.M.S. "Flora" - -	2,000 – –	
		6,362 11 7
BOUNTY FOR DESTRUCTION OF PIRATES:		
To Balance of Amount of Bounty Money awarded to the Officers and Crews of Her Majesty's ships, under Votes of Parliament, for the destruction of Pirates, remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869 - - - - - - - - - -	2,892 16 1	
To Amount of Bounty Money awarded for the Destruction of Pirates between 23 November 1865 and 21 February 1866, to the Officers and Crew of Her Majesty's gunboat "Grasshopper" and voted by Parliament in conformity with Acts 13 & 14 Vict. c. 26, paid to the Naval Prize Account of Her Majesty's Paymaster General at the Bank of England, by order of the Lords of the Treasury (including 43 *l.* 7 *s.* 7 *d.*, Proctor's expenses paid out of Naval Votes) - - - - - - - - - - - - - - - -	1,043 7 7	
To amount of proceeds of the sale of a piratical Junk and Cargo captured by Her Majesty's gunboat "Havock" on the 8th April 1867 - - - - - -	31 18 4	
To amount of proceeds of the sale of the Cargo of a piratical Junk captured by Her Majesty's gunboats "Havock" and "Bouncer" on the 27th June 1867 -	134 14 8	
		4,102 16 8
BOOTY CAPTURED IN PEGU:		
To Balance of portion of Booty captured in Pegu by the Naval and Military Forces in 1852–3, allotted to the Officers and Crews of Her Majesty's ships, remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869 - - - - - - - - - -	925 10 11	
To Amount of share on which the forfeiture by Desertion has been removed -	– 10 10	
		926 1 9
Carried forward - - - £.		87,239 7 10

SALVAGE, and other MONEYS, between the 1st April 1869 and the 31st March 1870—*continued.*

	£. s. d.	£. s. d.
Brought forward - - -	- - -	20,837 3 10
SALVAGE SERVICES RENDERED BY HER MAJESTY'S SHIPS:		
By Amount distributed and paid out of the Balance and Receipts for Salvage Services, per contra, viz.:—		
Salvage Service rendered to the "Agnes," by H.M.S. "Trident" -	3 16 1	
Ditto - - ditto - - - - "Hebe of the Exe," by H.M.S. "Curlew"	2 4 2	
Ditto - - ditto - - - - "Energy," by H.M.S. "Surprise" -	9 1 8	
Ditto - - ditto - - - - "Mewah," by H.M.S. "Wasp" - -	135 14 6	
Ditto - - ditto - - - - "Young Rover," by H.M.S. "Highflyer"	1,065 17 6	
Ditto - - ditto - - - - "Calcutta," by H.M.S. "Terrible" -	637 8 6	
Ditto - - ditto - - - - "Jason," by H.M.S. "Racoon" - -	87 10 3	
Ditto - - ditto - - - - "Castle Troy," by H.M.S. "Orwell" -	19 11 4	
Ditto - - ditto - - - - "Cambria," by H.M.S. "Fox" - -	269 14 8	
Ditto - - ditto - - - - "Orion," by H.M.S. "Dasher" - -	1 5 -	
		2,232 3 8
BOUNTY FOR DESTRUCTION OF PIRATES:		
By Amount distributed and paid out of the Balance and Receipts, per contra, viz.:—		
Pirate Bounty to H.M.S. "Grasshopper," and boat of "Esk" - -	1 5 7	
Ditto - - ditto - "Grasshopper," 5th October 1864- - -	1 11 5	
Ditto - - ditto - "Grasshopper," between 23 November 1865 and 21 February 1866 - - - -	819 17 7	
Ditto - - ditto - "Haughty," December 1863 and January 1864	6 16 2	
Ditto - - ditto - "Hesper," &c., 20 April 1858 - - -	- - 8	
Ditto - - ditto - "Leven," 4 November 1865 - - - -	4 12 4	
Ditto - - ditto - "Osprey" and "Opossum," July 1866 - -	379 18 3	
Ditto - - ditto - "Snake," August 1862 - - - - -	- 11 3	
Proceeds of a Piratical Junk and Cargo captured by H.M.S. "Havock," 8 April 1867 - - - - - - - - - - - -	1 - -	
Ditto - - of the Cargo of a Piratical Junk captured by H.M.S. "Havock" and "Bouncer," 27 June 1867 - -	1 15 -	
Moiety of the Proceeds of a Piratical Lorcha, captured by H.M.S. "Bustard," 15 May 1865 - - - - - - - - -	25 1 9	
		1,242 10 -
BOOTY CAPTURED IN PEGU:		
By Amount distributed and paid out of the Balance, per contra - - -	- - -	12 9 5
Carried forward - - - £.		24,324 6 11

AN ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY,

	£. s. d.	£. s. d.
Brought forward - - -	- - -	87,239 7 10
BOOTY CAPTURED IN CHINA:		
To Balance of portion of Booty captured at Canton by the Naval and Military Forces, on the 28th and 29th December 1857, awarded to the Naval Squadron, and remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st of April 1869 - - - - - - - - - -	- - -	1,214 2 3
GRANT FOR SPECIAL SERVICE ON THE CHINA STATION:		
To Balance of Amount voted by Parliament to the Naval Forces employed on the China Station between the 1st October 1856 and 26th June 1858 (30 days' additional pay), remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869 - - - - - - - -	- - -	5,936 18 3
CAPTURES FOR BREACH OF BLOCKADE OF THE CANTON RIVER:		
To Balance of the Net Proceeds of Junks captured by Her Majesty's ships between the 29th August and 19th December 1857, remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869 - - - - - - - - - - - - - - - -	- - -	1,413 3 3
INDIAN PRIZE MONEY:		
To Balance of shares allotted to the Naval Brigade of Her Majesty's ship "Shannon," employed at Lucknow during the Indian Mutiny, remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869 - - - - - - - - - - - - - - - -	341 - -	
To Balance of shares of the Satassee Booty captured by the Sarun Field Force on the 11th January 1858, allotted to the Naval Brigade of Her Majesty's ship "Pearl," employed on shore during the Indian Mutiny, remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869 - - - - - - - - - - - - - -	487 16 11	
		828 16 11
Carried forward - - - £.		96,632 8 6

SALVAGE, and other MONEYS, between the 1st April 1869 and the 31st March 1870—*continued.*

	£. s. d.	£. s. d.
Brought forward - - -	- - -	24,324 6 11
BOOTY CAPTURED IN CHINA:		
By Amount distributed and paid out of the Balance, per contra - - -	- - -	21 12 11
GRANT FOR SPECIAL SERVICE ON THE CHINA STATION:		
By Amount distributed and paid out of the Balance of the Grant of Parliament, per contra - - - - - - - - - - - - -	- - -	15 12 10
CAPTURES FOR BREACH OF BLOCKADE OF THE CANTON RIVER:		
By Amount distributed and paid out of the balance of the Net Proceeds of the Junks, awarded as per contra - - - - - - - - -	- - -	126 6 7
INDIAN PRIZE MONEY:		
By Amount distributed and paid out of the Balance, per contra, viz:—		
To the Naval Brigade of Her Majesty's ship "Shannon" - - -	11 2 -	
Ditto - - ditto - - - - - - - - "Pearl" - - - -	15 4 -	
		26 6 -
Carried forward - - - £.		24,514 5 3

AN ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY,

	£.	s.	d.
Brought forward - - -	96,632	8	6
GRANT FOR STORES CAPTURED AT KERTCH AND YENIKALE IN 1855:			
To Balance of portion of the Grant of Parliament for Stores captured at Kertch and Yenikale in 1855 by the Naval and Military Forces, allotted to Her Majesty's Ships, remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1869 -	7,333	8	7
£.	103,965	17	1

Admiralty, 8 June 1870.

The foregoing Account has been examined with the Books, Vouchers, and other Documents kept in the Accountant

Examined, *H. T. D. Bathurst*, Inspector.

SALVAGE, and other MONEYS, between the 1st April 1869 and the 31st March 1870—*continued.*

	£. s. d.	£. s. d.
Brought forward - - -	- - -	24,514 5 3
GRANT FOR STORES CAPTURED AT KERTCH AND YENIKALE IN 1855:		
By Amount distributed and paid out of the Balance of the Grant of Parliament, per contra - - - - - - - - - - - - - -	- - -	71 8 -
By Balance Account, viz.:—		
Unclaimed Share Account prior to 1st April 1865 - - - - -	4,358 4 11	
Government per-centage Account - - - - - - - - -	4,432 16 -	
Prize Forfeitures by Desertion, &c. - - - - - - - - -	970 5 5	
Slave and Tonnage Bounties - - - - - - - - - -	45,249 7 8	
Salvage Services rendered by Her Majesty's Ships - - - - -	4,130 7 11	
Bounty for Destruction of Pirates - - - - - - - - -	2,860 6 8	
Booty captured in Pegu - - - - - - - - - - -	913 12 4	
Booty captured in China - - - - - - - - - - -	1,192 9 4	
Grant for Special Service on the China Station - - - - - - -	5,921 5 5	
Captures for Breach of Blockade of the Canton River - - - - -	1,286 16 8	
Indian Prize Money - - - - - - - - - - - -	802 10 11	
Grant for Stores captured at Kertch and Yenikale in 1855 - - - -	7,262 - 7	
		*79,380 3 10
(* £. 17,000 of this Balance has been transferred to the Consolidated Fund since 1st April 1865, under Section 17 of Act 27 & 28 Vict. c. 24.)	£.	103,965 17 1

J. Beeby,
Accountant General of the Navy and
Comptroller of Navy Pay.

General's Department at the Admiralty, and the Account is found to be correct. Dated this 8th day of July 1870.

Wm. Dunbar,
Comptroller General of the Receipt and Issue of Her Majesty's Exchequer,
and Auditor General of Public Accounts.

(A).

STATEMENT of Slave and Tonnage Bounty.

	DESCRIPTION OF PRIZE.	BY WHAT SHIP CAPTURED.	Date of Capture.	Balance remaining for Distribution or Payment on 1 April 1869.	Proceeds, &c., paid into Naval Prize Account in the Year 1869–70.	TOTAL.	Distributed, or Paid in the Year 1869–70.	Balance on 1 April 1870.	First Day of Distribution.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
1	Name unknown	Sappho	18 Sept. 1857	268 12 10	- - -	268 12 10	- - -	268 12 10	24 Oct. 1859.
2	Conchita	Firefly	27 August „	52 2 –	- - -	52 2 –	- - -	52 2 –	7 Nov. „
3	Zeldina	Arab	12 April „	51 1 1	- - -	51 1 1	- - -	51 1 1	17 Nov. „
4	Marianne	Styx and Jasper	22 March 1858	85 18 11	- - -	85 18 11	- - -	85 18 11	30 July 1860.
5	Three feluccas (names unknown)	Vesuvius	12 July 1859	87 2 5	- - -	87 2 5	- - -	87 2 5	14 Mar. 1861.
6	Two dhows (names unknown)	Lyra	23 August 1858	73 8 1	- - -	73 8 1	- - -	73 8 1	27 May „
7	Rosarito	Arrogant	13 Dec. 1859	72 7 6	- - -	72 7 6	- - -	72 7 6	5 Dec. „
8	Name unknown	Pluto	30 Nov. „	51 15 8	- - -	51 15 8	- - -	51 15 8	4 Feb. 1862.
9	Tavernier	Viper	4 Nov. „	42 6 6	- - -	42 6 6	- - -	42 6 6	19 June „
10	Laura	Archer	9 August „	63 17 10	- - -	63 17 10	- - -	63 17 10	6 Aug. „
11	Clara Windsor	Espoir	14 Dec. 1860	137 14 –	- - -	137 14 –	- - -	137 14 –	20 Oct. „
12	Jacinta	Prometheus	27 May 1861	41 10 11	- - -	41 10 11	1 11 4	39 19 7	6 Feb. 1863.
13	Echo, Rubens Anvers, or Globe	Lyra	3 Dec. 1859	40 17 9	- - -	40 17 9	- - -	40 17 9	25 May „
14	Flight	Falcon	19 May 1861	47 2 2	- - -	47 2 2	– 10 1	46 12 1	21 Nov. 1862. 26 Aug. 1863.
15	Manuella	Brisk	10 August 1860	206 1 6	- - -	206 1 6	- - -	206 1 6	20 Aug. „ 11 Dec. „
16	Famosa Estrella	Persian	1 January 1861	50 5 9	- - -	50 5 9	- - -	50 5 9	2 Nov. „
17	Two dhows (names unknown)	Lyra	17 April „	31 12 8	- - -	31 12 8	- - -	31 12 8	8 Dec. „
18	Name unknown	Flying Fish	18 April 1862	34 10 7	- - -	34 10 7	- - -	34 10 7	23 Dec. „
19	Buswahi	Sidon	20 Feb. 1861	64 2 10	- - -	64 2 10	- - -	64 2 10	26 May 1864.
20	Name unknown	Zebra	27 August 1862	14 – 5	- - -	14 – 5	- - -	14 – 5	4 July „
21	Ditto	ditto	3 October „	12 11 8	- - -	12 11 8	- - -	12 11 8	4 July „
22	Reani or Fasul Geur	Narcissus and Penguin tender.	29 August 1861	54 7 1	- - -	54 7 1	4 – 7	50 6 6	12 July „
23	Three dhows (names unknown)	Ariel	4 April 1862	33 7 4	- - -	33 7 4	- - -	33 7 4	25 July „
24	Two ditto ditto	ditto	14, 15 July „	20 3 9	- - -	20 3 9	- - -	20 3 9	9 Aug. „
25	Name unknown	Zebra	20, 21 Nov. „	15 3 9	- - -	15 3 9	- - -	15 3 9	9 Aug. „
26	Island Queen	Wrangler	28 Dec. „	52 15 –	- - -	52 15 –	- - -	52 15 –	22 Aug. „
27	Haydee	Espoir	12 August 1863	5 18 2	- - -	5 18 2	- - -	5 18 2	10 Oct. „
28	Margareta	Zebra	17 March „	22 6 9	- - -	22 6 9	- - -	22 6 9	7 Nov. „
29	Name unknown	Ariel	5 April 1862	13 7 7	- - -	13 7 7	- - -	13 7 7	17 Feb. 1865
30	Ditto	Rapid	9 April 1863	9 9 8	- - -	9 9 8	1 5 10	8 3 10	21 Feb. „
31	Ditto	ditto	25 April „	8 11 3	- - -	8 11 3	1 1 5	7 9 10	21 Feb. „
32	Salamathi	Persian	14 Feb. 1860	47 4 –	- - -	47 4 –	- - -	47 4 –	10 March „
33	Mumbo Zaza	ditto	18 March „	47 19 4	- - -	47 19 4	– 2 8	47 16 8	10 March „
34	Name unknown	Ariel	8 Dec. 1862	2 4 6	- - -	2 4 6	- - -	2 4 6	21 March „
35	Ditto	ditto	11 Dec. „	3 14 7	- - -	3 14 7	- - -	3 14 7	21 March „

36	Ditto - - - -	ditto - - - -	21 Dec. „	10 18 8	- - -	10 18 8	- - -	10 18 8	21 March 1865
37	Ditto - - - -	ditto - - - -	26 Feb. 1863	8 10 8	- - -	8 10 8	- - -	8 10 8	21 March „
38	Ditto - - - -	ditto - - - -	6 March „	3 13 11	- - -	3 13 11	- - -	3 13 11	21 March „
39	Ditto - - - -	ditto - - - -	8 March „	14 6 8	- - -	14 6 8	- - -	14 6 8	21 March „
40	Ditto - - - -	ditto - - - -	9 April „	4 – 9	- - -	4 – 9	- - -	4 – 9	21 March „
41	Ditto - - - -	ditto - - - -	23 April „	10 2 5	- - -	10 2 5	- - -	10 2 5	21 March „
42	Ditto - - - -	ditto - - - -	22 Sept. „	5 9 7	- - -	5 9 7	- - -	5 9 7	21 March „
43	Two dhows (names unknown)	ditto - - - -	26 Sept. „	16 5 5	- - -	16 5 5	- - -	16 5 5	21 March „
44	Name unknown - - -	Narcissus and Penguin tender.	7 July 1862	22 14 9	- - -	22 14 9	– 13 9	22 1 –	10 April „
45	Ditto - - - -	ditto - - - -	16 July „	47 6 9	- - -	47 6 9	1 8 –	45 18 9	10 April „
46	Ditto - - - -	ditto - - - -	6 October „	35 6 6	- - -	35 6 6	1 1 –	34 5 6	10 April „
47	Ditto - - - -	Dart - - - -	7 July 1864	2 7 4	- - -	2 7 4	- - -	2 7 4	1 May „
48	Melvira or Charles - -	ditto - - - -	22 July „	19 15 11	- - -	19 15 11	- - -	19 15 11	1 May „
49	Name unknown - - -	Rapid - - - -	2 Dec. 1863	16 – –	- - -	16 – –	3 4 –	12 16 –	16 May „
50	America - - - -	Ariel - - - -	5 April 1864	18 – 7	- - -	18 – 7	- - -	18 – 7	22 May „
51	Laura - - - -	Zebra - - - -	13 Feb. 1863	28 13 4	- - -	28 13 4	- - -	28 13 4	26 May „
52	Name unknown - - -	Gorgon - - -	27 Feb. „	37 12 2	- - -	37 12 2	– 14 4	36 17 10	1 June „
53	Ditto - - - -	Ariel - - - -	14 March „	26 8 4	- - -	26 8 4	- - -	26 8 4	15 June „
54	Two dhows (names unknown)	ditto - - -	31 March „	55 10 –	- - -	55 10 –	- - -	55 10 –	21 March „ 15 June „
55	Name unknown - - -	Griffon - - -	3 June 1864	4 11 6	- - -	4 11 6	- - -	4 11 6	24 June „
56	Ditto - - - -	Rattlesnake and Lee tender.	10 July „	113 4 9	- - -	113 4 9	9 8 9	103 16 –	26 June „
57	Two dhows (names unknown)	Ariel - - - -	20 April „	12 18 7	- - -	12 18 7	- - -	12 18 7	4 July „
58	Name unknown - - -	ditto - - - -	16, 18 May „	5 10 2	- - -	5 10 2	- - -	5 10 2	4 July „
59	Ditto - - - -	ditto - - - -	2 March 1862	10 11 9	- - -	10 11 9	1 4 6	9 7 3	8 Aug. „
60	Ditto - - - -	Narcissus and Penguin tender.	15 April 1864	40 – 11	- - -	40 – 11	– 15 –	39 5 11	15 Aug. „
61	Three dhows (names unknown)	Orestes - - -	22 August 1863	35 10 1	- - -	35 10 1	1 18 10	33 11 3	18 Aug. „ 14 Dec. „
62	Name unknown - - -	ditto - - - -	23 August „	8 15 11	- - -	8 15 11	– 9 10	8 6 1	„ „
63	Ditto - - - -	Dart and Falcon - -	11 July 1862	49 12 11	- - -	49 12 11	4 16 10	44 16 1	1 Sept. „
64	Ditto - - - -	Snipe - - - -	1 to 5 July 1864	32 6 4	- - -	32 6 4	- - -	32 6 4	19 Sept. „
65	Ditto - - - -	Mullet - - -	9 August 1862	32 6 8	- - -	32 6 8	- - -	32 6 8	26 Sept. „
66	Slave dhow (name unknown)	Ariel - - - -	24 March „	27 9 3	- - -	27 9 3	2 2 3	25 7 –	23 Jan. 1866.
67	Name unknown - - -	Griffon - - -	23 Sept. „	160 4 6	- - -	160 4 6	28 6 10	131 17 8	2 Feb. „
68	Ditto - - - -	Pandora - - -	18 Nov. 1864	55 15 –	- - -	55 15 –	5 1 4	50 13 8	16 Feb. „
69	Ditto - - - -	Orestes - - -	14 Sept. „	11 15 4	- - -	11 15 4	1 12 10	10 2 6	23 Feb. „
70	Ditto - - - -	ditto - - -	4 January 1865	13 19 9	- - -	13 19 9	1 19 8	12 – 1	27 Feb. „
71	Ditto - - - -	ditto - - -	1 August 1863	41 16 6	- - -	41 16 6	1 8 7	40 7 11	29 May „
72	Ditto - - - -	Rapid - - -	30 March 1864	6 9 6	- - -	6 9 6	1 7 9	5 1 9	6 Aug. „
73	Ditto - - - -	ditto - - - -	31 March „	4 18 5	- - -	4 18 5	1 1 1	3 17 4	6 Aug. „
74	Ditto - - - -	ditto - - - -	11 April „	2 17 2	- - -	2 17 2	– 12 3	2 4 11	17 Aug. „
75	Ditto - - - -	ditto - - - -	14 May „	7 5 5	- - -	7 5 5	1 11 2	5 14 3	17 Aug. „
76	Ditto - - - -	ditto - - - -	15 May „	4 1 3	- - -	4 1 3	– 17 5	3 3 10	17 Aug. „
77	Ditto - - - -	ditto - - - -	4 May 1865	16 16 3	- - -	16 16 3	- - -	16 16 3	22 Aug. „
78	Ditto - - - -	ditto - - - -	15 May „	8 1 3	- - -	8 1 3	- - -	8 1 3	22 Aug. „
79	Ditto - - - -	Ranger and Jaseur -	6 October „	49 6 7	- - -	49 6 7	- - -	49 6 7	25 Oct. „
80	Dhow - - - -	Penguin - - -	15 April „	23 13 8	- - -	23 13 8	2 19 2	20 14 6	16 July 1867.
81	Dhow - - - -	ditto - - - -	11 May „	26 6 –	- - -	26 6 –	4 – 11	22 5 1	19 July „
			Carried forward - - - £.	3,055 5 –	- - -	3,055 5 –	87 8 –	2,967 17 –	

(A.)—STATEMENT of Slave and Tonnage Bounty—*continued.*

	DESCRIPTION OF PRIZE.	BY WHAT SHIP CAPTURED.	Date of Capture.	Balance remaining for Distribution or Payment on 1 April 1869.	Proceeds, &c., paid into Naval Prize Account in the Year 1869-70.	TOTAL.	Distributed, or Paid, in the Year 1869-70.	Balance on 1 April 1870.	First Day of Distribution.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
		Brought forward - - -		3,055 5 –	- - -	3,055 5 –	87 8 –	2,967 17 –	
82	Three dhows - - - -	Lyra - - - -	24 Oct. 1864	66 16 8	- - -	66 16 8	22 5 8	44 11 –	11 Oct. 1867.
83	Dhow - - - - -	ditto - - - -	10 April 1865	22 9 1	- - -	22 9 1	9 5 11	13 3 2	5 Nov. „
84	Ditto - - - -	Vigilant - - -	22 Sept. „	20 17 7	- - -	20 17 7	7 12 8	13 4 11	12 Nov. „
85	Ditto - - - -	Wasp - - - -	10 April „	7 6 11	- - -	7 6 11	1 7 4	5 19 7	15 Nov. „
86	Ditto - - - -	ditto - - - -	12 May „	54 6 –	- - -	54 6 –	12 1 4	42 4 8	19 Nov. „
87	Ditto - - - -	Lyra - - - -	23 June „	24 16 5	- - -	24 16 5	12 – 3	12 16 2	24 Jan. 1868.
88	Two dhows - - - -	Penguin - - -	25 May „	39 11 –	- - -	39 11 –	6 1 8	33 9 4	11 Feb. „
89	Dhow - - - - -	ditto - - - -	4 Sept. „	22 1 5	- - -	22 1 5	- - -	22 1 5	14 Feb. „
90	Name unknown - - -	Espoir - - - -	17 Sept. 1866	107 1 10	- - -	107 1 10	24 2 8	82 19 2	25 Feb. „
91	Three dhows - - - -	Pantaloon - - -	30 April „	186 14 9	- - -	186 14 9	126 3 8	60 11 1	10 March „
92	Two dhows - - - -	ditto - - - -	1 May „	93 6 3	- - -	93 6 3	63 9 4	29 16 11	10 March „
93	Dhow - - - - -	ditto - - - -	2 May „	95 9 7	- - -	95 9 7	65 14 6	29 15 1	10 March „
94	Ditto - - - -	Wasp - - - -	21 April „	49 16 6	- - -	49 16 6	15 11 3	34 5 3	13 March „
95	Two Dhows - - - -	ditto - - - -	23 April „	47 11 3	- - -	47 11 3	14 17 –	32 14 3	25 March „
96	Ditto - - - -	ditto - - - -	24 April „	121 10 5	- - -	121 10 5	37 19 5	83 11 –	25 March „
97	Ditto - - - -	ditto - - - -	1 May „	123 4 –	- - -	123 4 –	38 10 –	84 14 –	28 March „
98	Dhow - - - - -	ditto - - - -	21 May „	65 5 9	- - -	65 5 9	20 8 1	44 17 8	28 March „
99	Two Dhows - - - -	Penguin - - -	2 April „	17 4 8	- - -	17 4 8	- - -	17 4 8	30 March „
100	Dhow - - - - -	ditto - - - -	26 April „	10 3 8	- - -	10 3 8	- - -	10 3 8	30 March „
101	Ditto - - - -	Highflyer - - -	28 July „	20 12 6	- - -	20 12 6	17 15 7	2 16 11	10 June „
102	Ditto - - - -	ditto - - - -	27 Aug. „	44 17 –	- - -	44 17 –	36 16 1	8 – 11	24 June „
103	Ditto - - - -	ditto - - - -	22 Sept. „	16 11 9	- - -	16 11 9	13 3 9	3 8 –	25 July „
104	Three dhows - - - -	ditto - - - -	28, 29, 30 Sept. „	96 14 6	- - -	96 14 6	76 17 9	19 16 9	1 Aug. „
105	Batailla - - - -	ditto - - - -	3 Oct. „	33 15 3	- - -	33 15 3	25 13 2	8 2 1	27 Aug. „
106	Two dhows - - - -	ditto - - - -	5 Oct. „	85 8 4	- - -	85 8 4	72 13 11	12 14 5	19 Sept. „
107	Ditto - - - -	ditto - - - -	8 Jan. 1867	111 1 –	- - -	111 1 –	97 13 8	13 7 4	19 Sept. „
108	Dhow - - - -	ditto - - - -	21 March „	149 15 9	- - -	149 15 9	134 9 6	15 6 3	28 Oct. „
109	Ditto - - - -	ditto - - - -	1 April „	38 16 9	- - -	38 16 9	34 13 6	4 3 3	28 Oct. „
110	Ditto - - - -	ditto - - - -	5 April „	76 14 5	- - -	76 14 5	67 4 5	9 10 –	14 Nov. „
111	Sahela - - - -	ditto - - - -	7 April „	261 16 5	- - -	261 16 5	229 6 11	32 9 6	14 Nov. „
112	Dhow - - - - -	ditto - - - -	18 April „	316 19 4	- - -	316 19 4	291 16 7	25 2 9	9 Dec. „
113	Ditto - - - -	ditto - - - -	4 Aug. „	53 5 6	- - -	53 5 6	49 1 4	4 4 2	9 Dec. „
114	Ditto - - - -	Lyra - - - -	8 May 1866	179 – 3	- - -	179 – 3	132 7 5	46 12 10	15 Dec. „
115	Ditto - - - -	Wasp - - - -	5 Jan. 1867	127 8 –	- - -	127 8 –	102 18 –	24 10 –	27 Jan. 1869.
116	Ditto - - - -	Vigilant - - -	23 April 1868	259 8 9	- - -	259 8 9	224 12 6	34 16 3	29 Jan. „
117	Ditto - - - -	Penguin - - -	20 May 1867	674 6 2	- - -	674 6 2	598 5 11	76 – 3	9 Mar. „
118	Ditto - - - -	Vigilant - - -	9 April 1866	72 10 1	- - -	72 10 1	48 16 –	23 14 1	25 Mar. „
119	Ditto - - - -	Lyra - - - -	9 Feb. 1867	575 18 7	- - -	575 18 7	535 4 8	40 13 11	2 April „

120	Ditto	- - - -	ditto	- - -	1 March	„	163	17	7	-	-	-	163	17	7	152	12	2	11	5	5	2 April	„
121	Ditto	- - - -	ditto	- - -	5 March	„	531	5	7	-	-	-	531	5	7	494	12	9	36	12	10	2 April	„
122	Ditto	- - - -	ditto	- - -	3 Sept.	1866	1,080	16	3	-	-	-	1,080	16	3	992	19	7	87	16	8	7 May	„
123	Ditto	- - - -	ditto	- - -	22 April	1867	568	10	9	-	-	-	568	10	9	522	9	1	46	1	8	7 May	„
124	Fatal Hari & El Hathera	-	Highflyer	- - -	22 Oct.	„	2,138	5	1	-	-	-	2,138	5	1	1,950	6	1	187	19	–	18 May	„
125	Dhow	- - - -	Argus -	- - -	12 May	1868	629	9	–	-	-	-	629	9	–	558	8	5	71	–	7	28 May	„
126	Ditto	- - - -	ditto -	- - -	14 May	„	232	4	–	-	-	-	232	4	–	206	1	11	26	2	1	28 May	„
127	Ditto	- - - -	Spiteful	- - -	30 April	„	56	15	4	544	10	–	601	5	4	561	7	4	39	18	–	25 June	„
128	Three dhows	- - -	ditto	- - -	6 to 8 May	„	3,099	7	4	-	-	-	3,099	7	4	2,893	19	11	205	7	5	25 June	„
129	Two dhows	- - -	ditto	- - -	13 to 15 May	„	42	–	–	594	–	–	636	–	–	593	18	7	42	1	5	25 June	„
130	Ditto	- - - -	Penguin	- - -	13 April	„	-	-	-	742	10	–	742	10	–	603	14	6	138	15	6	6 July	„
131	Dhow	- - - -	ditto -	- - -	26 April	„	879	–	–	-	-	-	879	–	–	713	19	1	165	–	11	6 July	„
132	Name unknown	- - -	Speedwell	- - -	10 Dec.	1867	1,870	–	–	-	-	-	1,870	–	–	972	6	6	897	13	6	9 July	„
133	Dhow	- - - -	Dryad	- - -	4 Sept.	1868	-	-	-	1,093	10	–	1,093	10	–	479	14	6	613	15	6	7 Dec.	„
134	Two dhows	- - -	Daphne	- - -	6 and 7 Oct.	„	-	-	-	467	10	–	467	10	–	212	12	9	254	17	3	17 Dec.	„
135	Fourteen dhows	- - -	ditto -	- - -	26 Oct. to 4 Nov.	„	-	-	-	6,701	–	–	6,701	–	–	2,841	12	7	3,859	7	5	28 Jan.	1870.
136	Dhow	- - - -	Penguin	- - -	22 Sept.	1867	-	-	-	740	8	3	740	8	3	396	7	5	344	–	10	15 Feb.	„
137	Ditto	- - - -	ditto -	- - -	16 Nov.	„	-	-	-	343	–	11	343	–	11	193	19	–	149	1	11	18 Feb.	„
138	Ditto	- - - -	ditto -	- - -	27 Mar.	1868	-	-	-	419	18	5	419	18	5	180	13	7	239	4	10	25 Feb.	„
139	Four dhows	- - -	Nymphe	- - -	25 to 27 July	„	104	13	5	1,661	–	–	1,765	13	5	505	2	–	1,260	11	5	18 March	„
140	Five dhows	- - -	ditto	- - -	3 to 21 Aug.	„	257	1	5	2,095	10	–	2,352	11	5	671	7	11	1,681	3	6	18 March	„
141	Dhow	- - - -	Spiteful	- - -	7 Sept.	„	-	-	-	308	–	–	308	–	–	79	7	2	228	12	10	22 March	„
142	Ditto	- - - -	Forte -	- - -	18 May	1869	-	-	-	458	–	–	458	–	–	88	19	3	369	–	9	28 March	„
143	Ditto	- - - -	Daphne	- - -	16 May	„	-	-	-	577	10	–	577	10	–	19	15	10	557	14	2	—	—
144	Ditto	- - - -	Dryad	- - -	24 March	„	-	-	-	357	19	1	357	19	1	-	-	-	357	19	1	—	—
145	Four dhows	- - -	ditto	- - -	26 April to 5 May	„	-	-	-	813	13	–	813	13	–	-	-	-	813	13	–	—	—
146	Dhow	- - - -	ditto	- - -	18 May	„	-	-	-	680	10	–	680	10	–	-	-	-	680	10	–	—	—
147	Ditto	- - - -	Nymphe	- - -	21 Feb.	„	-	-	-	264	–	–	264	–	–	12	12	–	251	8	–	—	—
148	Nine dhows	- - -	ditto	- - -	8 to 29 Mar.	„	-	-	-	4,433	–	–	4,433	–	–	150	1	6	4,282	18	6	—	—
149	Three dhows	- - -	ditto	- - -	3 to 11 April	„	-	-	-	960	2	–	960	2	–	25	10	9	934	11	3	—	—
150	Two dhows	- - -	ditto	- - -	22 May	„	-	-	-	2,573	10	–	2,573	10	–	81	16	9	2,491	13	3	—	—
151	Ditto	- - - -	Star and Daphne	-	5 Nov.	1868	-	-	-	1,221	–	–	1,221	–	–	6	5	6	1,214	14	6	—	—
152	Twenty-three dhows	- -	Star -	- - -	5 to 13 Nov.	„	-	-	-	17,275	10	–	17,275	10	–	85	15	–	17,189	15	–	—	—
153	Dhow	- - - -	ditto	- - -	26 May	1869	-	-	-	1,447	10	–	1,447	10	–	-	-	-	1,447	10	–	—	—
							19,079	4	10	46,773	1	8	65,852	6	6	20,602	18	10	45,249	7	8		
										19,079	4	10				45,249	7	8					
									£.	65,852	6	6			£.	65,852	6	6					

J. Beeby,
Accountant General of the Navy and
Comptroller of Navy Pay.

NAVAL PRIZE MONEY, &c.

ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY, SALVAGE, and other MONEYS, between the 1st April 1869 and the 31st March 1870.

(Presented pursuant to Act 27 & 28 Vict. c. 24.)

Ordered, by The House of Commons, *to be Printed,*
27 *July* 1870.

391.

Under 2 oz.

NAVY (SALVAGE).

RETURN to an Order of the Honourable The House of Commons, dated 23 May 1870;—*for*,

RETURNS "of all Amounts claimed as SALVAGE for ASSISTANCE to VESSELS in DISTRESS by HER MAJESTY'S SHIPS, from the 1st day of January 1860 to the 31st day of December 1869:"

"Of the Amount received in Liquidation of such Claims, and its Apportionment:"

"And, of all Voluntary Payments made in return for similar Services, and their Apportionment."

Admiralty, 3 August 1870.

T. JAMES,
Pro Chief Clerk.

(*Mr. Eustace Smith.*)

Ordered, by The House of Commons, *to be Printed*,
6 *August* 1870.

RETURN of all Amounts claimed as SALVAGE for Assistance to VESSELS in DISTRESS by HER MAJESTY'S SHIPS, from 1st January 1860 to 31st December 1869; also of the Amount received in Liquidation of such Claims, and its Apportionment; and, of all Voluntary Payments made in return for similar Services, and their Apportionment.

Date of Service.	Name of H.M. Ship.	Name of Ship Assisted.	Amount of Salvage		Whether Voluntary.	Remarks.	Mode of Apportionment.
			Claimed.	Received.			
				£. s. d.			
1860:							
10 to 14 Feb.	Curaçoa	Nina	Claim made; amount not known.	513 6 10	-	-	Under Prize Proclamation of 29 December 1853.
30 March	- ditto	Canrobert	- ditto - ditto	687 - -	-	-	- ditto - ditto.
25 „	Kestrel	Shamrock	No claim	319 3 - or $1,531 21/100 (Mexican)	Yes	Offered as reward by the Governor of Macao, with the thanks of the Portuguese Government.	- ditto - ditto.
1 August	Nereus	Yanwath	- ditto	259 - -	Yes	-	- ditto - ditto.
1861:							
13 Feb.	Scourge	William Cory	Claim made; amount not known.	1,250 - -	-	-	- ditto - ditto.
25 April	Bulldog and Lightning.	Magdalen (a derelict).	- ditto - ditto	600 - -	-	-	- ditto - ditto.
12 Dec.	Jackal	Roberts	- ditto - ditto	75 - -	-	-	- ditto - ditto.
1862:							
16 Jan.	Dasher	Salem	- ditto - ditto	1,600 - -	-	-	- ditto - ditto.
10 to 13 Feb.	Hardy	Magnolia	- ditto - ditto	800 - -	-	-	- ditto - ditto.
27 April	Cygnet	Julie	Claim limited to 100 *l.*	100 - -	-	-	- ditto - ditto.
13 Aug.	- ditto	Dalhousie	No claim	1,000 - -	Yes	-	- ditto - ditto.
26 Oct.	Sheldrake	Jane Francis	Claim limited to 100 *l.*	100 - -	-	-	- ditto - ditto.
1863:							
12 to 17 Jan.	Argus	Latona	Claim made; amount not known.	1,000 - -	-	-	- ditto - ditto.
9 March	Doterel	Marcellus	Claim limited to 200 *l.*	200 - -	-	-	- ditto - ditto.
April	Staunch	Japonica	No claim	312 10 -	Yes	-	Paid on board, under the Lieutenant Commanding's directions.
13 May	Rifleman	Cleveland	- ditto	$400	-	Given as a reward for the willing assistance rendered.	Distributed on board.
11 to 14 July	Shearwater	Atahualpa	- ditto	129 8 6	Yes	Permission granted to accept $700, but not to claim 500 *l.*	Under Prize Proclamation of 29 December 1853.
1864:							
13 Jan.	Psyche	Atlas	Claim limited to 800 *l.*	800 - -	-	-	- ditto - ditto.
17 to 21 Jan.	Hornet	Statelie	Claim made; amount not known.	1,200 - -	-	-	- ditto - ditto.
23 May	Doterel	Evelyn	No claim	250 - -	Yes	-	Distributed on board.
28 Nov.	Medusa	Rajpoot	- ditto	2,000 - -	Yes	-	Under Prize Proclamation of 29 December 1853.

1865:								
11 Jan. to 4 Feb.	Medusa - - Defence. Black Prince.	Iowa - - -	No claim - - -	350 - -	Yes -	- - - - -	According to proportions of Naval Extra Pay.
22 to 25 March	Curlew - -	Hebe of the Exe -	Claim limited to 800 *l.* -	750 - -	- -	500 *l.* at first accepted, but a claim for 800 *l.* allowed to be made under the circumstances.	Under Prize Proclamation of 29 December 1853.
29 April - -	Blazer - - -	Foam of the Sea -	No claim - - -	100 - -	Yes -	- - - - -	Coast Guard Distribution.
1866:							
7 Jan. - -	Surprise - -	Energy - -	Claim made; amount not known.	595 - -	- -	- - - - -	Under Prize Proclamation of 29 June 1865.
11 to 13 May -	Pandora - -	Ville de Lima -	No claim - - -	300 - -	Yes -	- - - - -	- ditto - ditto.
3 to 18 July -	Highflyer - -	Young Rover -	Sanction to claim 2,080 *l.*; granted.	2,080 - -	- -	- - - - -	- ditto - ditto.
3 to 8 Dec. -	Wasp - - -	Mewah - -	Sanction to claim 2,500 *l.*	2,500 - -	- -	4,000 *l.* would have been paid, but Admiralty would only let 2,500 *l.* be accepted.	- ditto - ditto.
12 and 13 Dec.	Lark - - -	Medea - - -	- - - -	150 - -	Yes -	- - - - -	- ditto - ditto.
1867:							
	Narcissus and Sharpshooter.	Coquimbana -	- - - -	646 - -	Yes -	- - - - -	Men paid according to work performed, by order of Commander in Chief.
21 June - -	Grasshopper and Icarus.	Taiwan - -	- - - -	$ 200	Yes -	Money received from Insurance Agents at Penang.	According to proportions of Naval Extra Pay.
17 and 18 Sept.	Spiteful - -	Forest King -	- - - -	100 - -	Yes -	- - - - -	In accordance with opinion of captain of "Spiteful."
1868:							
11 to 19 Aug. -	Flora - - -	Bremensis - -	Claim on 2,084 bales of cotton.	2,000 - -	- -	- - - - -	Under Prize Proclamation of 19 May 1866.
	Rattlesnake - -	- ditto - -	- - - -	50 - -	Yes -	To crew of the launch - -	Distributed by Commodore Dowell.
	Megara - -	- ditto - -	- - - -	25 - -	Yes -	To the working party engaged shipping cotton in "Megara."	Distributed on board.
1869:							
6 to 9 Jan. -	Fox - - -	Cambria - -	Claim made not to exceed 300 *l.*	285 - -	- -	- - - - -	Under Prize Proclamation of 19 May 1866.
16 to 27 Jan. -	Racoon - -	Jason - - -	- - - -	500 - -	Yes -	- - - - -	- ditto - ditto.
9 and 10 Feb.	Terrible - -	Calcutta - -	- - - -	700 - -	Yes -	Piece of plate to the captain; 200 *l.* to officers; 500 *l.* to crew.	- ditto - ditto.
15 March -	Orwell - -	Castle Troy - -	- - - -	20 - -	Yes -	- - - - -	- ditto - ditto.
11 Sept. - -	Rapid - - -	Beckton - -	- - - -	105 - -	Yes -	- - - - -	Distributed by the Commander in Chief to the crew only for the wear and tear of clothes, &c.
23 Sept. - -	Dasher - -	Orion - - -	- - - -	75 - -	Yes -	- - - - -	Under Prize Proclamation of 19 May 1866.
4 Oct. - -	Royal George -	Onesta - - -	- - - -	15 - -	Yes -	- - - - -	Distributed by the captain to the men employed.

NAVY (SALVAGE).

RETURNS of all Amounts claimed as Salvage for Assistance to Vessels in Distress by Her Majesty's Ships, from 1 January 1860 to 31 December 1869; of the Amount received in Liquidation of such Claims, and its Apportionment; and, of all Voluntary Payments made in return for similar Services, and their Apportionment.

(*Mr. Eustace Smith.*)

Ordered, by The House of Commons, *to be Printed*,
6 *August* 1870.

AN ACCOUNT of DEPOSITS in NAVAL SAVINGS BANKS, and the PAYMENTS thereof, and of INTEREST thereon; of all INVESTMENTS under "The NAVAL SAVINGS BANK ACT, 1866"; and the Application of the INTEREST or DIVIDENDS accruing in respect thereof; and of the Proceeds of any SALE of any STOCKS, ANNUITIES, or SECURITIES, during the Financial Year 1868–69.

Admiralty, 27 April 1870.

THOS. WOLLEY,
Chief Clerk.

AN ACCOUNT of DEPOSITS in NAVAL SAVINGS BANKS, and the PAYMENTS thereof, and of INTEREST thereon; of all INVESTMENTS under "The NAVAL SAVINGS BANK ACT, 1866"; and the Application of the INTEREST or DIVIDENDS accruing in respect thereof; and of the Proceeds of any SALE of any STOCKS, ANNUITIES, or SECURITIES, during the Financial Year 1868–69.

	£. s. d.	£. s. d.
Balance due to depositors on 31 March 1868:		
Deposits	8,428 4 3	
Interest	77 1 2	
		8,505 5 5
Deposits received, 1 April 1868 to 31 March 1869		43,381 9 9
Interest accrued - ditto - - ditto		527 12 5
	£.	52,414 7 7
	£. s. d.	
Deposits withdrawn, 1 April 1868 to 31 March 1869	11,900 5 3	
Interest paid - - ditto - ditto	158 16 2	
		12,059 1 5
Balance due 31 March 1869:		
Deposits	39,909 8 9	
Interest	445 17 5	
		40,355 6 2
	£.	52,414 7 7

Number of accounts open 31 March 1868	777
Ditto - - opened between 31 March 1868 and 31 March 1869	3,824
	4,601
Number of accounts closed between 31 March 1868 and 31 March 1869	1,077
Number of accounts open 31 March 1869	3,524

Since the period of this account, 30,000*l.* 3*s.* 6*d.* (and the dividends accrued thereon) of the balance due to the depositors has been invested, through the Commissioners for the Reduction of the National Debt, in the shares or Stock of the Madras Railway Company.

Admiralty, 27 April 1870.

J. Beeby,
Accountant General of the Navy, and
Comptroller of Navy Pay.

NAVAL SAVINGS BANKS.

ACCOUNT of Deposits in Naval Savings Banks, and the Payments thereof, and of Interest thereon; of all Investments under "The Naval Savings Bank Act, 1866"; and the Application of the Interest or Dividends accruing in respect thereof; and of the Proceeds of any Sale of any Stocks, Annuities, or Securities, during the Financial Year 1868-69.

(*Presented pursuant to Act* 29 & 30 *Vict. c.* 43.)

Ordered, by The House of Commons, *to be Printed,*
29 *April* 1870.

NAVY (SHIPS "MONARCH" AND "CAPTAIN").

RETURN to an Order of the Honourable The House of Commons, dated 5 July 1870;—*for*,

COPY "of REPORTS of the Admiral in Command of the Channel Squadron as to the TRIALS of the SHIPS "MONARCH" and "CAPTAIN" after joining the Fleet in May last; with any REPORTS received from the Captains of the respective Ships made either to the Lords of the Admiralty or the Admiral in Command."

Admiralty, 29 July 1870.

T. WOLLEY, Chief Clerk.

(No. 254.)

REPORT on Qualities of Her Majesty's Turret Ships "MONARCH" and "CAPTAIN."

(Twelve Enclosures; Two Sub-Enclosures.)

"Minotaur," at Sea,
Lat. 48° 49′ N.; Long. 6° 50′ W.,
4 June 1870.

Sir,

WITH reference to the instructions of the Lords Commissioners of the Admiralty contained in your letter of the 8th April last (M.), directing me, on being joined by the turret ships "Monarch" and "Captain," to cruise northward from Cape Finisterre with the squadron, taking every opportunity of specially trying the qualities of those ships; and to the directions in your letter of the 6th ultimo (M.), for me to take the "Monarch," "Captain," and "Volage" under my orders on their arrival off Cape Finisterre, and to carry out the trials indicated in their Lordships' instructions to Captain Commerell, dated the 7th ultimo (M.),

I have the honour to report that I was joined by these ships on Sunday, the 22nd ultimo, and furnished by Captain Commerell with copies of the instructions above referred to.

2. I enclose, to be laid before their Lordships, reports from the captains of the "Monarch" and "Captain" relative to the performance of their ships between the 10th and 22nd May, previous to joining my flag; a report from Captain Burgoyne of the experimental firing carried out from one of the "Captain's" 12-inch guns, in compliance with their Lordships' order of the 5th ultimo (S. $\frac{3499}{3\ 5}$), and returns of rolling of the "Monarch" and "Captain" between the 10th and 22nd ultimo.

"Monarch," 23 May 1870.
"Captain," 26 May 1870.
"Captain," 17 May 1870.
Two, Nos. 4 and 5.
Three Enclosures, Nos. 6, 7, 8, and two Sub-enclosures.

3. I have now the honour to state, in the accompanying general and detailed reports, and their enclosures, the opinions I have formed as to the qualities of the "Monarch and "Captain," from such opportunities as have occurred of testing them between the 22nd ultimo and date hereof, especially on the points to which their Lordships ordered that attention should be directed.

4. I personally inspected the "Captain" at sea on the 23rd, and the "Monarch" on the 26th ultimo.

5. I enclose also reports of the sailing trials in which the "Monarch" and "Captain" have been engaged during the cruise, and a register of rolling observations taken on the 2nd instant.

Three Enclosures, Nos. 9, 10, 11.
One, No. 12 Enclosure.

6. Not having been able to witness firing from the "Captain's" guns with a training beyond 30° with 10° elevation, and 60° with 4° elevation, I have the honour to submit that firing at the extreme points of training and elevation within and without the tripods should take place outside Plymouth Breakwater whilst the ship is near Devonport Dockyard.

I have, &c.
(signed) *T. M. C. Symonds*,
Vice-Admiral Commanding.

The Secretary of the Admiralty.

SCHEDULE of Enclosures in Channel Squadron Letter to the Secretary of the Admiralty, No. 254, of 4 June 1870.

No.	DATE.	FROM WHOM.	TO WHOM.	SUBJECT.
1	23 May 1870	Captain Commerell, v.c., c.b., H.M.S. "Monarch."	Vice Admiral commanding Channel Squadron.	Report of performance of "Monarch" and "Captain," between 10th and 22nd May 1870.
2	26 May „	Captain Burgoyne, v.c., H.M.S. "Captain."	- - ditto - -	Report of performance of "Captain," between 10th and 22nd May 1870.
3	17 May „	- - ditto - -	Captain of "Monarch"	Report of experimental firing from 12-inch guns of "Captain."
4, 5	- -	- - - - -	- - - - -	Rolling returns, "Monarch" and "Captain," 10th–22nd May 1870.
6 to 8	4 June 1870	Vice Admiral Sir T. M. C. Symonds.	- - - - -	General and detailed reports on qualities of "Monarch" and "Captain," as ascertained during cruise with Channel Squadron, May and June 1870.
Sub-Encl. 1, in Encl. No. 7.	27 May „	Captain Commerell, H.M.S. "Monarch."	Vice Admiral commanding.	Insufficiency of turning machinery of turrets of "Monarch."
Sub-Encl. 2, in Encl. No. 7.	31 May „	Inspector of Machinery, Channel Squadron.	- - ditto - -	
9, 10, 11	4 June „	Vice Admiral commanding.	- - - - -	Reports of sailing trials in which turret ships "Monarch" and "Captain" were engaged between 22nd May and 4th June 1870.
12	4 June „	Vice Admiral commanding.	- - - - -	Rolling observations taken 2nd June 1870.

4 June 1870.

(signed) *T. M. C. Symonds,*
Vice Admiral Commanding.

Enclosure No. 1, in Channel Squadron Letter, No. 254, of 4 June 1870.

Reporting Results of Experimental Trials.

H.M.S. "Monarch" at Sea,
23 May 1870.

Sir,

On the 10th of May, at 4 p.m., the "Monarch," "Captain," and "Volage" left Spithead, and during the evening the "Captain" fired several experimental shots from her turret guns.

On the 11th, the wind was fresh from the westward, and the Controller of the Navy considered it better to push out of the Channel, and at the same time give the "Captain," as a ship newly commissioned, opportunities of exercising her turret guns before entering into any experiments.

On Thursday, the 12th, the wind being from west-south-west, force 6 to 7, the ships were put under sail with double-reefed topsails and courses for the purpose of observing the buoyancy of the two ships, taking the degrees of rolling and pitching, and observing if much water came over the "Captain's" turret deck.

On Friday, the 13th, divisional drills were carried out.

On Saturday, the 14th, there being a fresh breeze west by south, I had intended to try rate of sailing on a wind, the ships being clear of the Channel, but the "Captain" unfortunately sprung her main topsail yard, and could not set her mainsail owing to the lowering brackets of her funnel being carried away; a trial, therefore, on a wind took place between the "Monarch" and "Volage," of course ending in the "Volage" gaining several miles to windward.

On Sunday, the 15th, the Controller and myself visited the "Captain."

On Monday, the 16th, the experimental firing ordered by the Admiralty took place on board her, and proved perfectly satisfactory.

2. On board the "Monarch" several shots were fired at extreme angles to test the gear of the guns, and also if any damage would be done to the deck fittings; these all stood remarkably well, and not a pane of glass was broken, although the right-hand gun in the after turret was fired with a training of 79 degrees.

3. On

3. On Tuesday, the 17th, experimental firing took place on board the "Captain" and "Monarch," the "Volage" firing at a target in the forenoon, and the "Monarch" in the afternoon; several shells from the 12-inch guns were observed to turn over before touching the water.

On Wednesday, the 18th, the "Monarch," "Captain," and "Volage" exercised at general quarters, the "Captain" firing at a target.

In the forenoon of Thursday, the 19th, relative rate of sailing was tried with the "Captain" and "Volage," the wind being a point abaft the beam; in four hours the "Monarch" beat the "Captain" by about three miles, and was beaten by the "Volage" by about five miles; in the afternoon, rate of sailing was tried on a wind; in two hours and a half the "Monarch" beat the "Captain" by about one mile to windward.

On Friday, the 20th, tried rate of sailing with the "Captain" on a wind, but it fell light, and the trial was not worth recording; in the afternoon the Controller went on board the "Captain" to inspect the raising and lowering of her carriages, and on board the "Monarch" experimental shots were fired to test the strength of the raising screws.

On Saturday, the 21st, the wind was very variable, and as the ships were ordered to join your flag on that day, no further trials took place.

4. From what I have observed of the "Captain," I should consider her rather a stiff vessel under sail, a very easy and slow roller, perhaps in this respect having a slight advantage over the "Monarch." I think, on the other hand, that she is not so buoyant, and pitches a little more; with respect to her fighting powers, I consider she can fight her guns in a double-reefed topsail breeze, most likely taking in a little water occasionally through her turret ports; with respect to her sailing qualities as a cruiser, I consider that she is certainly inferior to the "Monarch;" her screws not revolving until she goes six knots, is of course much against her; and not being able to set her mainsail with her funnel up, is also another drawback.

I consider that in smooth water she stays well and wears quicker than the "Monarch;" the relative position of the two ships' masts would no doubt account for this; her expenditure of coal is, however, much more extravagant than that of the "Monarch."

5. With respect to the sailing qualities of this ship, I have every reason to believe she is a most buoyant and easy vessel; she is inclined, however, to be a little crank; she can fight her guns in almost any weather, and when no broadside ship would dare to open a port. Under sail with a commanding breeze and screw disconnected, I consider her a very fair cruiser, rather inclined to be leewardly, but with the wind free, fast and manageable; in light winds she is very uncertain from the screw not revolving; she stays remarkably well with screw disconnected, and since the holes have been cut in her balance rudder; but she does not wear well, more especially if the screw happens to be in a particular position; there being no means whatever of getting the screw upright when disconnected, great inconvenience is experienced from its falling athwartships; I would suggest that this should be remedied.

I have, &c.
(signed) *J. E. Commerell*, Captain.

Vice-Admiral Sir Thomas Symonds, K.C.B.,
Commander in Chief, Channel Squadron.

Enclosure No. 2, in Channel Squadron Letter, No. 254, of 4 June 1870.

REPORTING on the Behaviour of Her Majesty's Ship "Captain," between the 10th and 23rd May 1870.

H.M.S. "Captain" at Sea.
Lat. 47° 58′, N.; Long. 10° 50′, W.
26 May 1870.

Sir,

IN obedience to your orders of the 23rd instant, directing me to report on the behaviour of H.M.S. "Captain" since leaving England, I have the honour to state as follows:

The three first days after leaving Spithead (on the 10th instant), we experienced strong south-westerly winds, with a heavy confused sea; the ship at the time steaming with four boilers, at the rate of from four to eight knots, and she proved herself buoyant, and remarkably easy in every way. The main deck was constantly washed during this time by the sea, but the water passed readily off again, without apparently affecting the ship in any way.

The crew were exercised several times at general quarters, the guns being trained on various points, and the lower half-ports worked; no inconvenience was experienced in the turrets from the sea entering the ports; occasionally a wash came in over the half-ports, when the guns were in, but not sufficient to inconvenience the crew, or find its way into the turret-rooms. I found from experience that by training the guns aft, after delivering the fire, the chances of shipping water are very little.

On the second day (May the 12th), the ship was put under treble-reefed topsails and foresail, and the screws disconnected; the ship appeared to stand up well under her canvas, but from the screws not revolving, her sailing was very indifferent. At 11 a.m. on this day we wore by signal, the ship answered her helm well, and came readily round.

 During

During the evolution, the starboard screw revolved, but the port one, from some cause not yet ascertained, never moved, nor has it done so since, when under sail only. From the afternoon of the 18th until noon of the 21st, the ship was under sail alone, during which time she was both tacked and wore, and appeared to work well.

Under steam and sail, so far as I can yet judge, the most economical way of working is with the weather screw, and the lee screw disconnected; but no correct conclusion can be arrived at, as the port screw has not revolved, and the starboard never freely, when disconnected.

I have, &c.
(signed) *H. T. Burgoyne*, Captain.

Vice Admiral Sir T. M. C. Symonds, K.C.B.,
Commander in Chief.

HAVING called for the opinion of Mr. Oliver, Inspector of Machinery, as to the cause of the screws of "Captain" not revolving, and of the remedy required, he informed me he was unable to give one without examining the defect, and suggested that this should be done and reported on at a home dockyard.

(signed) *T. M. C. Symonds*,
Vice Admiral Commanding.

The Secretary of the Admiralty,
1 June 1870.

Enclosure No. 3, in Channel Squadron Letter, No. 254, of 4 June 1870.

REPORT of Experimental Firing from one of 12-inch Guns, in accordance with Admiralty Order, dated 5th May 1870.

H.M.S. "Captain" at Sea,
Lat. 45° 45′, N.; Long. 8° 50′, W.
17 May 1870.

Sir,

IN compliance with Admiralty Order, dated the 5th May 1870 (S. $\frac{3499}{3515}$), directing experimental firing to be carried out from one of the 12-inch guns on board H.M.S. "Captain,"

I have the honour to report as follows:—

1st. Firing as per programme, *see* Table annexed; the right gun, forward turret, used for these experiments.

2nd. All the gun gear, turret fittings, slides, &c., carefully examined, and no damage found.

Upper and main decks, and fittings, also carefully examined, and no damage.

No perceptible vibration on hurricane deck.

The turret was trained out of action after each round by steam gear; bar compressors not used for recoil at all, but for running gun out.

After 16th round, platform was raised from lowest to highest step (15 inches) in four minutes.

Projectiles carefully watched; none were observed to turn over till after first ricochet. Grummet wads were used; no Palliser shot on board; empty Palliser shell were substituted.

3rd. On 11th May, ship having a heel of more than five degrees, the right gun, fore turret, was lowered from top to bottom step (15 inches), and raised again without any difficulty.

Turret trained abeam as follows:

Bottom to third step (8-inches)	3 min.
Third to second step (4 inches)	1 min. 15 sec.
Second to top step (3 inches)	1 min. 7 sec.
Total for three steps (15 inches)	5 min. 22 sec.

I have, &c.
(signed) *H. T. Burgoyne*, Captain.

Captain Commerell, C.B., V.C.,
H.M.S. "Monarch."

Her Majesty's Ship "Captain."

Experimental Firing from one of the 12-inch Guns, 16 and 17 May 1870.

Step to which Platform is Raised.	Number of Rounds Fired.	Charge used.	Projectile.	Degrees of Elevation.	Degrees of Depression.	Training. All on Port side.	Heel.	Recoil.	Compression used.	REMARKS.
		Lbs.				*Deg.*	*Deg.*	*Ft. in.*		
Top—No. 1 -	1	67	Common shell, empty.	2	–	0 - -	1 from	6 0	Hy. buffer only.	Right gun, forward turret was used for these experiments.
„ -	1	„	„	2	–	0 - -	1 „	5 7½	„	
„ -	1	„	„	–	5	0 - -	¾ „	6 4	„	Shot struck water about 30 yards from ship.
„ -	1	„	„	–	5	0 - -	½ to	5 11	„	Shot struck water about 20 yards from ship.
Second—No. 2 -	1	„	„	4	–	20 forward -	1 from	5 7	„	
„ -	1	„	„	4	–	10 aft -	½ to	5 11	„	
„ -	1	„	„	6	–	5 „ -	„	5 5	„	Muzzle bearing on upper port sill. No damage.
„ -	1	„	„	6	–	0 „ -	½ to	5 6	„	
Third—No. 3 -	1	„	Palliser shell, empty.	Horizontal	–	11 „ -	1 from	6 5	„	
„ -	1	„	„	„	–	10 „ -	½ „	6 5	„	
„ -	1	„	„	7	–	0 - -	½ to	6 5	„	Muzzle lightly touched upper sill on recoil, about four inches from muzzle. No damage.
„ -	1	„	„	7	–	0 - -	1 „	6 8	„	
Bottom—No. 4 -	1	„	„	10	–	10 aft -	¼ „	6 0	„	
„ -	1	„	„	10	–	15 „ -	¼ „	6 1	„	
„ -	1	„	„	13	–	5 „ -	¼ „	5 8	„	Muzzle touched on recoil, and over-ran elevating gear. No damage.
„ -	1	„	„	13	–	10 „ -	„	6 3½	„	

(signed) *H. T. Burgoyne,* Captain.

Enclosure No. 4 in Channel Squadron Letter, No. 254, of 4 June 1870.

"MONARCH."

RETURN of ROLLING and PERFORMANCE at SEA of Her Majesty's Ship "MONARCH."

DATE.	On Board.			Draft of Water, as nearly as can be ascertained.		Time of Taking and Recording Observations.	Rolling Motion ascertained from Five Minutes' Observations of the Battens.											When Ship is not Rolling to Windward of Perpendicular. Heel ascertained by Five Minutes' Observations of the Battens.																			
							Rolling.											Rolling.																			
							Oscillations.					Angle of Inclination from Vertical.						Oscillations.							Angle of Inclination from Vertical.													
							Number of Oscillations in		Mean Number of Degrees in each Oscillation	Mean Angle of Oscillation from		Mean Angle in		Maximum Angle in		Minimum Angle in		Number of Oscillations in		Mean Number of Degrees in each Oscillation	Mean Angle of Oscillation from				Mean of				Maximum of				Minimum of			
																									Extreme Angles in		Interior Angles in		Extreme Angles in		Interior Angles in		Extreme Angles in		Interior Angles in	
	Provisions	Stores	Coals	Forward	Aft		Mins. 3	Min. 1		Starboard to Port	Port to Starboard	Port	Starboard	Port	Starboard	Port	Starboard	Mins. 3	Min. 1		Starboard to Port	Port to Starboard	Port to Port	Starboard to Starboard	S.	P.	S.	P.	S.	P.	S.	P.	S.	P.	S.	P.
	Days	Ms	Tons	Ft. in.	Ft. in.	H. M.																															
10 May 1870	–	–	610	21 10	25 0½	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
11 " "	–	–	–	–	–	5 0 p.m.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	8·0	–	–	–	–	–	–	–	–	–	–	–	–
12 " "	–	–	–	–	–	5 0 "	–	–	–	–	–	–	–	–	–	–	–	31	9·2	8·8	–	6·0	7·0	–	–	11·0	–	4·5	–	10·0	–	7·0	–	8·0	–	2·0	–
13 " "	–	–	–	–	–	10 0 a.m.	–	–	–	–	–	–	–	–	–	–	–	34	6·0	–	–	–	–	–	–	6·0	–	4·5	–	12·0	–	6·0	–	7·0	–	3·0	–
13 " "	–	–	–	–	–	3 10 p.m.	–	–	–	–	–	–	–	–	–	–	–	41	9·2	1·9	–	1·0	1·0	–	–	6·0	–	4·0	–	7·4	–	6·0	–	6·0	–	4·0	–
14 " "	–	–	–	–	–	7 0 a.m.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7·0	–	–	–	–	–	–	–	–	–	–	–	–
14 " "	–	–	–	–	–	5 15 p.m.	–	–	–	–	–	–	–	–	–	–	–	35	7·0	2·8	–	2·8	2·8	–	–	3·8	–	3·0	–	7·0	–	4·0	–	4·0	–	–	–
15 " "	–	–	–	–	–	10 0 a.m.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4·5	–	–	–	–	–	–	–	–	–	–	–
16 " "	–	–	–	–	–	–	–	–	–	–	Motion imperceptible				–	–	–	–	–	–	–	–	–	–	Motion imperceptible						–	–	–	–	–	–	–	–
17 " "	–	–	–	–	–	–	–	–	–	–	"	"			–	–	–	–	–	–	–	–	–	–	"			–			–	–	–	–	–	–	–	–
18 " "	–	–	–	–	–	–	–	–	–	–	"	"			–	–	–	–	–	–	–	–	–	–	"			–			–	–	–	–	–	–	–	–
19 " "	–	–	–	–	–	11 0 a.m.	–	–	–	–	–	–	–	–	–	–	–	37	7·4	1·9	–	1·0	1·0	–	–	3·2	–	1·8	–	4·0	–	2·0	–	2·0	–	1·0	–
20 " "	–	–	–	–	–	11 0 "	–	–	–	–	–	–	–	–	–	–	–	35	7·0	1·3	1·3	–	–	1·3	2·8	–	2·5	–	3·1	–	2·0	–	2·0	–	1·0	–	–
21 " "	–	–	–	–	–	9 0 "	–	–	–	–	–	–	–	–	–	–	–	20	3·8	1·1	1·1	–	–	1·1	1·5	–	0·4	–	2·0	–	0·4	–	1·5	–	0	–	–

Enclosure No. 4 in Channel Squadron Letter, No. 254, of 4 June 1870.

"MONARCH."

RETURN of Rolling and Performance at Sea of Her Majesty's Ship "Monarch."

Pitching when Ascertained.		Speed.		Whether			Whether with Screw Raised or Disconnected and Revolving.	SAIL SET.	Course.	Wind.		Sea or Swell.		State of Yards.		Number of Ports that could be kept open without Shipping Water.		Number of Guns that could be Fought with Safety.		REMARKS.
Forward.	Aft.			Under Steam only.	Under Steam and Sail.	Under Sail only.				Direction.	Force.	Nature, *i.e.*, whether "Considerable," "Heavy," "Long," "Short," "Moderate," "None," &c.	Direction, *i.e.*, whether "Ahead," "Aft," "On Bow," "Beam," "Quarter," &c.	If Upper are Aloft.	If Yards are Braced up.	Weather.	Lee.	Weather.	Lee.	
Degrees.		K.	T.																	
-	-	-	-	-	-	-	—	—	—	—	—	—	—	—	—	—	-	—	-	
-	-	3	5	Yes	-	-	- -	- - none - -	W. ½ S.	S.W. by W.	5 to 6	Long swell -	Bow - -	Topgallant aloft.	- Yes.	—	-	—	-	
-	-	6	5	-	-	Yes	disconnected, revolving.	Single-reefed topsails, courses, and topgallant sails.	S.S.E.	W.S.W.	6	Considerable -	Beam - -	- „ -	- „	—	-	—	-	
-	-	5	0	-	Yes	-	- -	- - ditto - - -	S.	S.S.W.	5	Moderate -	- „ - -	- „ -	- „	—	-	—	-	
-	-	4	5	-	„	-	- -	- - ditto - - -	N.W. by W.	S.W. by W.	6	- „ - -	- „ - -	- „ -	- „	—	-	—	-	
-	-	4	0	-	„	-	- -	Single-reefed topsails and courses.	N. by W. ½ W.	W. by S.	5	- „ - -	- „ - -	- „ -	- „	—	-	—	-	
-	-	6	0	-	-	Yes	disconnected, revolving.	All plain sail, less royals -	S.S.E.	S.W.	5	- „ - -	- „ - -	- „ -	- „	—	-	—	-	
-	-	4	0	-	-	„	disconnected	- - ditto - - -	W. by N. ½ N.	S.W. by S.	4	- none -	- - -	- Yes -	- „	—	-	—	-	
-	-	-	-	-	-	-	- -	- - - -	- -	- -	- -	- none -	- none -	- „	—	—	-	—	-	
-	-	-	-	-	-	-	- -	- - - -	- -	- -	- -	- none -	- „ -	- „	—	—	-	—	-	
-	-	-	-	-	-	-	- -	- - - -	- -	- -	- -	- none -	- „ -	- „	—	—	-	—	-	
-	-	4	0	-	-	Yes	disconnected	All plain sail, less lower stud sails.	W. ¼ N.	N.N.E.	4	Long - -	Beam - -	- „ -	- No.	—	-	—	-	
-	-	3	0	-	-	„	- „ -	All plain sail - - -	W. by W.	N.E. by E.	3	Smooth - -	- - -	- „ -	- Yes.	—	-	—	-	
-	-	5	2	-	-	„	disconnected, revolving.	- ditto - - -	S.E. ¼ E.	N.E.	4	- „ - -	- - -	- „ -	- No.	—	-	—	-	

(signed) *T. E. Commerell*, Captain.

Enclosure No. 5 in Channel Squadron Letter, No. 254, of 4th June 1870. - - - - - - - - -

"CAPTAIN." - - - - - - - - - - - - - -

RETURN of Rolling and Performance at Sea of Her Majesty's Ship "Captain." - - - - - - - - - -

DATE.	On Board. Provisions.	On Board. Stores.	On Board. Coals.	Draft of Water, as nearly as can be ascertained. Forward.	Draft of Water, as nearly as can be ascertained. Aft.	Time of Taking and Recording Observations.	Rolling Motion ascertained from Five Minutes' Observations of the Battens. Rolling. Oscillations. Number of Oscillations in Mins.		Mean Number of Degrees in each Oscillation.	Mean Angle of Oscillation from Starboard to Port.	Mean Angle of Oscillation from Port to Starboard.	Angle of Inclination from Vertical. Mean Angle to Port.	Mean Angle to Starboard.	Maximum Angle to Port.	Maximum Angle to Starboard.	Minimum Angle to Port.	Minimum Angle to Starboard.	When Ship is not Rolling to Windward of Perpendicular, Heel ascertained by Five Minutes' Observations of the Battens. Heeling. Oscillations. Number of Oscillations in Mins.		Mean Number of Degrees in each Oscillation.	Mean Angle of Oscillation from Starboard to less Starboard.	Mean Angle of Oscillation from Port to more Port.	Mean Angle of Oscillation from Port to less Port.	Mean Angle of Oscillation from Starboard to more Starboard.	Angle of Inclination from Vertical. Mean of Extreme Angles to		Mean of Inferior Angles to		Maximum of Extreme Angles to		Maximum of Inferior Angles to		Minimum of Extreme Angles to		Minimum of Inferior Angles to	
							Mins.	Mins.																												
							S.	I.																				S.	P.	S.	P.						
	Days.	Ms.	Tons.	Ft. in.	Ft. in.	H. M.															°	°	°	°	°											
10 May 1870 -	60 dry / 90 salt	6	513½	21 3	23 9½	- -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11 „ „ -	-	-	-	-	-	4 0 p.m.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-
12 „ „ -	-	-	-	-	-	3 45 „	-	-	Maximum 21 Minimum 6	-	-	-	-	18	3	5	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 „ „ -	-	-	-	-	-	6 0 „	-	-	-	-	-	-	-	-	-	-	-	37	7·4	6·9	-	6·9	7	-	-	9·5	-	3·1	-	14	-	5·5	-	8	-	0
13 „ „ -	-	-	-	-	-	10 0 a.m.	-	-	-	-	-	-	-	-	-	-	-	41	5·2	6	-	6	6	-	-	7·3	-	1·3	-	10	-	3·5	-	4·5	-	
13 „ „ -	-	-	-	-	-	2 0 p.m.	-	-	-	-	-	-	-	-	-	-	-	39	7·8	1·9	1·9	-	-	2	0·7	-	4·7	-	8	-	5	-	6	-	4	-
13 „ „ -	-	-	-	-	-	6 15 „	-	-	-	-	-	-	-	-	-	-	-	40	5·9	1·66	1·7	-	-	1·6	7	-	5·4	-	8	-	6·5	-	6	-	4	-
14 „ „ -	-	-	-	-	-	9 0 a.m.	-	-	-	-	-	-	-	-	-	-	-	39	7·8	4·5	-	4·5	4·5	-	-	6·2	-	1·8	-	8·5	-	3	-	4·5	-	0·5
14 „ „ -	-	-	-	-	-	3 0 p.m.	-	-	-	-	-	-	-	-	-	-	-	37	7·3	2·7	-	2·7	2·7	-	-	5·6	-	2·8	-	6·7	-	3·5	-	4·7	-	2
14 „ „ -	-	-	-	-	-	7 15 „	-	-	-	-	-	-	-	-	-	-	-	41	8·2	1·3	1·3	-	-	1·3	4·8	-	3·5	-	5·5	-	4·2	-	4·2	-	2·7	-
15 „ „ -	-	-	-	-	-	8 30 a.m.	-	-	-	-	-	-	-	-	-	-	-	37	11·4	0·9	0·9	-	-	0·9	7·6	-	6·6	-	8·7	-	7	-	7	-	6·2	-
15 „ „ -	-	-	-	-	-	7 15 p.m.	-	-	-	-	-	-	-	-	-	-	-	43	8·6	1·1	-	1·1	1·1	-	-	2·9	-	1·8	-	3·7	-	3	-	2	-	1·5
16 „ „ -	-	-	-	-	-	9 15 a.m.	41	8·2	0·9	0·9	0·9	0·3	0·5	1	1	0	0·2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16 „ „ -	-	-	-	-	-	1 45 p.m.	-	-	-	-	-	-	-	-	-	-	-	43	9	1·1	-	1·1	1·1	-	-	1·2	-	0·2	-	2	-	0·7	-	0·5	-	0
16 „ „ -	-	-	-	-	-	6 25 „	33	6·6	0·7	0·7	0·7	0·5	0·2	1	0·5	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17 „ „ -	-	-	361	-	-	9 50 a.m.	-	-	-	-	-	-	-	-	-	-	-	33	6·6	0·68	0·6	-	-	0·7	0·7	-	0·0	-	1·2	-	0·2	-	0·5	-	0·0	-
17 „ „ -	-	-	-	-	-	6 50 p.m.	33	6·6	1·1	1·1	1·1	0·4	0·7	0·75	1·5	0	0·5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18 „ „ -	-	-	-	-	-	0 45 „	-	-	-	-	-	-	-	-	-	-	-	35	7	1·5	-	1·6	1·5	-	-	2·2	-	0·8	-	3·5	-	1	-	1·7	-	0·5
18 „ „ -	-	-	-	-	-	6 25 „	33	6·6	2·1	2·1	2·1	1·3	0·8	1·75	3·	0·25	1·25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19 „ „ -	-	-	-	-	-	8 35 a.m.	Mean heel as given by pendulum (battens unshipped), 6 degrees																															

Enclosure No. 5 in Channel Squadron Letter, No. 254, of 4th June 1870.

"CAPTAIN."

RETURN of ROLLING and PERFORMANCE at SEA of Her Majesty's Ship "CAPTAIN."

Pitching, when ascertained.		Speed.		Whether			Whether with Screw Raised, or Disconnected and Revolving.	SAIL SET.	Course.	Wind.		Sea or Swell.		State of Yards.		Number of Ports that could be kept open without Shipping Water.		Number of Guns that could be Fought with Safety.		REMARKS.
Forward.	Aft.	K.	T.	Under Steam only.	Under Steam and Sail.	Under Sail only.				Direction.	Force.	Nature; *i. e.* whether "Considerable," "Heavy," "Long," "Short," "Moderate," "None," &c.	Directions; *i. e.* whether "Ahead," "Aft," "On Bow," "Beam," "Quarter," &c.	If Upper are Aloft.	If Yards are Braced up.	Weather.	Lee.	Weather.	Lee.	
Degrees.																				
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
—	—	3	5	—	Yes	—	—	Fore and aft	W. ½ S.	S.S.W.	5	Long	Bow	No	Yes					
—	—	4	5	—	„	—	—	Double-reefed topsails, foresail, gaffsails, gib, and foretop staysails.	S. ¾ E.	W.S.W.	4 to 5	Heavy	Beam	„						
—	—	3	0	—	„	—	—	Double-reefed topsails, foresail, gaffsails, gib, and foretop staysails.	S.S.E.	S.W by S.	6	ditto	ditto	„						
—	—	5	0	—	„	—	—	Single-reefed topsails, topgallant sails, and foresail.	S. by E.	S.W. by W.	4 to 5	Moderate	ditto	Royal yards						
—	—	4	5	—	„	—	—	ditto	N.W. by W.	„	4 to 6	ditto	ditto	„						
—	—	7	0	—	„	—	—	Ditto, less topgallant sail	N.W.	W.S.W.	5	ditto	ditto	„						
—	—	4	0	—	„	—	—	Double-reefed topsails and foresail.	S. ½ E.	S.W. by W.	4	ditto	ditto	„						
—	—	6	5	—	„	—	—	Ditto, and topgallant sails	S.S.E.	„	4	ditto	ditto	„						
—	—	4	0	—	—	Yes	—	Single-reefed topsails, topgallant sails, foresail, and gaffsails.	W.N.W.	S.W. by S.	4	Smooth	—	„		Turret ports could be kept open without shipping much water.		All guns could be fought with safety.		
—	—	4	8	—	Yes	—	—	Plain sail, less mainsail, royals, and mizen topgallant sail.	W. by N.	S.W. by W.	3 to 4	ditto	—	Upper yards aloft.						
—	—	7	0	—	„	—	—	Plain sail, less mainsail	S.W. ¾ W.	N.W.	1 to 2	ditto	—	„						
—	—	6	0	Yes	—	—	—	none	S.W. by S. ¼ S.	W.S.W.	1 to 2	ditto	—	„	No					
—	—	4	0	„	—	—	—	none	S.W. by S.	W.	3	ditto	—	„	„					
—	—	4	5	Yes, with fore and aft sail			—	Fore and aft	„	„	3	ditto	—	„	„					
—	—	Ship stopped		—	—	—	—	none	Head S.	S.	1 to 2	ditto	—	„	„					
—	—	ditto		—	—	—	—	none	Head S.W.	S.W.	1	Light swell	Beam	„						
—	—	—	—	Yes	—	—	—	none	S.	Calm.	0	ditto	ditto	„						
—	—	—	—	—	—	Yes	—	Plain sail, except courses	S.W. ¾ S.	N.N.E.	1 to 2	ditto	ditto	„						
—	—	—	—	—	—	„	—	Plain sail	N.W. ¼ W.	N.E.	3 to 4	Moderate swell	ditto	„						

(signed) *H. T. Burgoyne*, Captain.

Enclosure No. 6 in Channel Squadron Letter, No. 254, of 4th June 1870.

GENERAL and DETAILED REPORTS (Three in Number, with Two Enclosures) on the Qualities of H.M. Turret Ships "Monarch" and "Captain," as ascertained during cruise with the Channel Squadron between 22nd May and 4th June 1870, especially as to the points to which attention is directed by the Lords Commissioners of the Admiralty, in their Instructions dated 7th May 1870 (M.)

No. 1. GENERAL REPORT.

H.M. TURRET SHIPS "MONARCH" and "CAPTAIN."

1. As to the performance of the ships in a seaway in respect to their peculiar forms in comparison with each other.

Both ships are very easy in a seaway, and can use their guns in any sea equal to that met with during the cruise, in which the force of wind varied from 5 to 8, in fact, in any sea in which an action is likely to be fought.

2. As to whether they rise to the sea in a satisfactory manner.

They both rise in a satisfactory manner to the sea.

3. As to whether, from want of rising to the sea, they are wet or otherwise.

"Monarch" is dry on upper deck.

"Captain's" low freeboard is often wet, though without inconveniencing anything. Her hurricane deck is dry.

4. As to the capabilities of the respective ships for fighting their guns, in which is involved the general question of high and low freeboard, particular care being taken to watch the effect of a sea combined with force of double-reefed topsail breeze on ship with low free board, and to watch carefully whether, under the above conditions of wind and sea, there would be a liability of the height of wave interfering with the efficiency of the fire of the 12-inch guns in the "Captain."

Both ships are capable of fighting their guns in as rough weather as an action would be fought in. The ship of low freeboard has shown no failing on this point, as I have tried her in firing in heavier weather than the double-reefed topsail breeze referred to in their Lordships' orders.

The forecastles in "Monarch" and "Captain" interfere with the most important and best fire, viz., right ahead and bow fire. The poop of "Captain" interferes with the fire astern also.

I have not found the height of wave interfere with the efficiency of the fire of the "Captain's" 12-inch guns, in a double-reefed topsail breeze, with corresponding sea; they hit a target (a small cask and flag) distant 1,000 yards to windward, and in a treble-reefed topsail breeze and sea, shot were dropped 1,000 yards to windward, the sea not interfering in any way.

5. As to the probability or otherwise of the sea entering the bore of the guns and swamping the charges, and otherwise interfering with the efficient working of the guns.

In the practice in the double and treble-reefed topsail breezes above alluded to, the "Captain" reported by signal that she had sustained no inconvenience, and proved the cartridges were not swamped by firing her guns.

6. As to whether the amount of canvas spread is sufficient to enable the ships to cruise under sail.

They are unfit to cruise in squadrons under sail alone.

With the amount of canvas spread they are bad sailing ships, whilst the masts are so large as to interfere materially with their efficiency as steamers and fighting ships.

7. As to whether they will wear and stay with certainty without steam.

Neither with certainty, although I have hardly had enough experience of the wearing of the "Captain." The "Monarch" is reported as having on one occasion taken three hours to wear, "this occurred since leaving England, this time on 20th May 1870."

8. As to how far the ships are equally affected by single and double screws.

The single screw of "Monarch" does not much affect her sailing when placed vertically, but Captain Commerell believes it to have been the cause of her taking so long to wear.

The double screws of the "Captain" materially affect her sailing, particularly as at present they do not revolve when disconnected. In a trial of sailing with "Monarch," with the screw of the latter connected (the "Monarch" could not disconnect her screw on this occasion), and the two ships consequently on more even terms, the "Captain" appeared to have the superiority in sailing.

9. A division of guns at quarters is to be exercised daily, and the ships placed broadside to the sea, and in other positions, with a view of testing whether the heavy guns can be satisfactorily worked or not, and in reporting on this subject, full information is to be given

as

as to the state of the sea, force and direction of wind, &c., and as to whether the guns can be cast loose or not.

This has been done with wind of force from 5 to 8, and in the sea caused by a treble-reefed topsail breeze, and no inconvenience found, except that the "Monarch" cannot turn her turret by steam when heeling over nine degrees. The guns can be cast loose and used in any weather equal to that met with during the cruise, in which the force of wind varied from 5 to 8, or in any weather in which an action would be fought.

10. The rolling of the ships to be accurately recorded by signal several times in the day with the view of ascertaining their steadiness.

The heaviest weather experienced during the cruise was on the night of the 29th May, when the ships of the squadron were under close-reefed topsails; during the following day both ships were very steady. In answer to a signal at 11 p.m., 29th May, "Captain" replied, "Ship behaves very well, could fight the guns."

The following is a comparison of five minutes' simultaneous observations of the rolling of the "Minotaur" and "Captain" taken on the 30th May, viz.:

	"Minotaur."	"Captain."
Average number of rolls per minute - - - -	7·8	9
Mean number of degrees of rolls - - - -	3·3°	3·7°
Maximum inclination - - - - - -	8°	9°

(signed) *T. M. C. Symonds,*
Vice Admiral Commanding.

4 June 1870.

Enclosure No. 7, in Channel Squadron Letter, No. 254, of 4 June 1870.

No. 2.—Detailed Report.

Her Majesty's Turret Ship "Monarch."

1. At my inspection of the "Monarch" on the 26th May 1870, I ordered Captain Commerell to prepare the "Monarch" as if he was going into action. — Clearing for action.

2. Before any such preparation takes place, the *two* guns in foremost turret are always clear from 56 deg. before the beam to 50 deg. abaft the beam, and the *two* in after turret from 50 deg. before the beam to 30 deg. abaft the beam; clearing her for action as a cruising ship, therefore, gives the guns a training beyond the above angles. In clearing for action, which took an hour and 30 minutes, the ingenuity of the fittings, and the readiness of the officers, &c., were remarkable, but I was requested by Captain Commerell not to order the after swifters to be come up, lest the masts should be endangered (the force of wind was 4 to 5, and sea moderate enough to allow of ships coaling). Even when the ship is cleared for action, the standing shrouds, mizen mast, funnel casing, and forecastle, are great hindrances to all-round fire. — Limit of training of guns before clearing.

3. With a motion caused by a moderate swell, 12 shots were fired at a target from 1,000 to 800 yards distant; the guns were admirably handled, but the practice was not good. Captain Commerell believes the turret sights to be faulty. The importance of improving and perfecting these cannot be overrated. — Target practice.

4. The magazine and shell rooms are inconveniently placed, particularly the former; in fact, the after magazine is so far off as to be kept (the captain informed me) as a reserve. *Both* turrets are supplied from one magazine (situated before, and therefore undefended by the armour-plated bulkhead) by a scuttle, through which the powder is passed. This is a bad and dangerous arrangement; a shell bursting, or a fire near fore magazine, would stop *both* turrets. — Magazine and shell rooms inconvenient.

The "Monarch," as fitted, could in this respect be improved, by the after shell room being fitted as a magazine, though it would be small, and the shells from it distributed or stowed (by exchange with the powder) in the after magazine.

5. Small winches (as in "Captain") are required for getting up shell, &c. — Shell winches are required.

6. The turrets worked well, and the ship was very easy and handy. — Working of turrets.

Turrets' machinery exposed.

7. The machinery of the turrets is exposed to plunging fore and aft, and diagonal fire; most particularly the foremost turret to fire from aft, and the after turret to fire from a-head. Neither is it sufficiently safe from plunging fire a-beam; they require a protecting ring of armour plating from the deck to the plating on turrets.

Mantlets for turrets.

8. Interior of turrets should be fitted with rope mantlets, as protection from fragments that would fly about on the turret being struck with shot, and these should be kept in the turrets to accustom the crews to work in the reduced space.

Turning gear insufficient.

9. The turning gear is complex and insufficient; when heeling 9 deg. on 24 May 1870 (on which day I ordered a trial) steam pressure of 30 lbs. failed to turn them. Nine deg. is a very moderate heel; they appear to require more powerful and simpler appliances, and a second appliance is also necessary. Captain Commerell's report hereon, and the opinion of Mr. J. Oliver, Inspector of Machinery in the Channel Squadron, as to the application of additional power, are forwarded herewith.

27 and 31 May 1870. Sub-Enclosures, Nos. 1 and 2, in Enclosure 7.

Second method required to denote training.

10. The turrets require a second method of denoting their training.

Compressors insufficient.

11. The compressors of the guns are single; hydraulic compressors should be added to ensure safety. With only full charges a gun recoiled and struck the buffers violently. This occurred again on June 1st, as will be seen by the following extract from "Minotaur's" signal log for that date, viz.:—

Signal—(Flag to "Monarch.") "Prepare targets; fire two rounds with battering charges from each gun at target distant 1,000 yards to windward; report result." Signal.—("Monarch" to Flag.) "Completed; no damage, except to india-rubber of one buffer."

The target was not struck, although the firing was reported good.

Mode of raising guns.

12. The mode of lifting the guns is slow and complex, subject to accident, only a single set of hydraulics being used A spare set is needed, in case of accidents, which are frequently occurring.

Protection for captain of turret.

13. A shield is required for captain of turret, and over the ports, to lessen the effect of the concussion.

Pilot house.

14. The pilot house is too much cramped; shelter is necessary for officers, if only a canvass screen, as in tops. As in turrets, rope mantlets would be required for protection from the fragments of iron that would fly about when the house is struck by shot. In my opinion, a light iron umbrella over the pilot house (from one side of hurricane deck to the other) would answer very well.

Bow armament.

15. The 7-inch guns under the forecastle I do not like. Their presence loads the ship at her bow extremity with 80 tons of useless 5-inch armour plate, placed for their protection at right angles to the keel; armour which 12-inch shot would penetrate easily. The crews of these guns are exposed to the danger of the 600-pounder shot or shell breaking up (no uncommon occurrence) when fired, past and from behind them.

Removal of weight from bow.

16. Seven-inch shot are not to be compared with 12-inch; I should, therefore, recommend the removal of the whole armour-plated bulkhead, the bow guns, and the forecastle, when the "Monarch" would have no equal amongst present ships of war. The buoyancy gained by the removal of such weights from the fore extremity would, I believe, make the ship safer at sea without the forecastle than she now is with it. The weight of the forecastle itself is considerable.

Stern guns.

17. The 7-inch gun aft is too weak for offence or defence, although, from being on the main deck, not exposed to the same danger as the forecastle gun.

Mizen mast.

18. The mizen mast I object to as dangerous to the screw; if removed, the after turret would command all-round fire, for when *pressed*, boats and everything intervening must go.

The "Monarch's" weak points seem to me—

1st. The mizen mast, to which the use of one boiler is infinitely preferable. The boiler ensures tacking, which the mizen mast does not; it threatens the disabling of the screw, and when this happens a ship is at the mercy of her enemy.

Fore and main masts.

19. 2nd. The fore and main masts, which are too large, and far beyond what is necessary,—in falling, they would mask the fire from, and most likely stop the working of, the turrets. They increase the danger from fire. The "Bombay's" rigging, &c. took fire and burnt with dangerous rapidity. These enormous masts materially interfere with her steaming power when going head to wind, whilst they only make her a very bad sailing ship on a wind.

Tiller ropes too slight.

20. Her tiller ropes appear to me too slight, being only 4½-inch ropes.

Boats.

21. The boats abaft the mizen mast, and the other into which the quarter boats are put, should be of iron, to lessen the risk of fire.

22. Stowing

22. Stowing shot at the side of the ship, abreast of the turret, appears to me very objectionable. Stowage of shot.

23. The store rooms (ship's and officer's) are badly ventilated. Iron funnels from them to the upper air, as up-takes, would easily remedy this at slight expense. Ventilation.

24. The engine-room is the hottest I ever was in. The deck in the engine-room flat should have several planks removed, and iron gratings substituted; some remedy is absolutely necessary; for instance, I would suggest that the hatchways might form up-takes for hot air from engine-room. Ventilation of engine-room.

25. The ship is very comfortable between decks, and her accommodation ample. Accommodation and interior arrangements.

26. With a forecastle, the ship, when in chase, must be yawed to bring her guns to bear; therefore, unless of superior speed, she could not long keep within range of an enemy, and the shots, whilst yawing, would be necessarily snap shots. Forecastle necessitates yawing when in chase.

(signed) *T. M. C. Symonds,*
4 June 1870. Vice Admiral Commanding.

Sub-Enclosure No. 1 in Enclosure 7, in Channel Squadron Letter, No. 254, of 4 June 1870.

RELATIVE to STEAM MACHINERY for turning TURRETS.

H.M.S. "Monarch," at Sea,
Sir, 27 May 1870.

IN obedience to your signal of the 24th instant at 11 a.m., to try turrets, I have the honour to inform you that steam was got up to the full pressure of 30 pounds, and the ship having a steady heel of nine degrees, it was found impracticable to turn the turret with its ports to windward; I consider that some alteration should be made to obviate this.

2. The auxiliary boiler in the lower turret room is weighted to a pressure of 45 pounds, and would turn the turret up to a heel of 10 degrees, but it is found, unless under exceptional circumstances, very inexpedient to light up this boiler, as it makes the lower turret room perfectly uninhabitable; I would suggest that one-half of the split boiler should be weighted to the same amount as the auxiliary one; this would not only be of advantage in turning the turrets, but also for the capstan engine, which has hardly enough pressure of steam at 30 pounds.

3. If this should be considered impracticable it would be necessary to supply two larger engines than 10-horse power; the "Captain" has, I believe, engines of 15-horse power to do the same work; there is no reason why a 15-horse power, or even larger engine, should not be substituted, as there is plenty of room.

4. The firing which has taken place since the "Monarch" left England has caused no apparent strain to the gun gear, except in one instance, viz., the collar of one of the hydraulics has given out; this might have been productive of a serious accident. I would therefore suggest that the hydraulic pipes and collars be made stronger, more especially as additional levers for giving more power to the hydraulics have been recently fitted. I have no doubt if there had been sufficient time before we left England that the pipes, &c. would have been fitted to match. Two battering charges were fired off the screws alone, which were examined afterwards, and no deflexion was discovered.

5. During the quarterly firing of the starboard 7-inch forecastle gun, the bower cable was shot away; the captain of the gun, a first-class seaman gunner and a petty officer, declares that the muzzle of the gun was perfectly clear of the chain, and that it was caused by the premature explosion of the shell with which the gun was loaded. I observed a quantity of fragments splash in the water fifty yards from the ship, but whether they were the pieces of the shell, or pieces of the cable, I am unable to say; at any rate, nothing was seen of the flight of the shell afterwards.

I have, &c.
Vice Admiral Sir Thomas Symonds, K.C.B., (signed) *J. E. Commerell,*
Commander in Chief, Channel Squadron. Captain.

Mr. Oliver is to report hereon with reference to the turning of the turrets, and to state what additional application of steam power can be made to ensure their turning.

(signed) *T. M. C. Symonds,*
28 May 1870. Vice Admiral Commanding.

J. Oliver, Esq.,
Inspector of Machinery, Channel Squadron.

Sub-Enclosure No. 2 in Enclosure 7, in Channel Squadron Letter, No. 254, of 4 June 1870.

TURRETS of "MONARCH."—Application of additional Turning Power.

H.M.S. "Minotaur," at Sea,
Sir, 31 May 1870.

IN accordance with your orders, I have read the report relative to the machinery for turning the turrets on boards H.M.S. "Monarch;"

And would recommend that the boiler in the lower turret room be ventilated, so that it could be used constantly for turning the turrets.

If the machinery is not powerful enough for turning the turrets, when the ship is heeling over more than 10 degrees, an additional cylinder placed alongside and connected with those already there, would give sufficient power.

Continuing the length of shafting for working another pinion directly opposite the present one, would, I think, cause the turrets to work much easier when the ship is heeling over to any great extent.

With respect to increasing the pressure on one-half the split boiler in the stoke hole, from 30 to 45 pounds on the square inch, I consider most objectionable, even if the boiler be additionally stayed, as the pressure of 45 pounds would always have to be kept to turn the turret, and, after weakened with wear, would not be safe.

I have, &c.
Vice Admiral Sir T. M. C. Symonds, K.C.B., (signed) *John Oliver*,
Commanding Channel Squadron. Inspector of Machinery.

Submitted for consideration with Captain Commerell's report, 27 May 1870, relative to the turret machinery. I approve of the suggestions of Mr. Oliver.

(signed) *T. M. C. Symonds*,
31 May 1870. Vice Admiral Commanding.
The Secretary of the Admiralty.

Enclosure No. 8 in Channel Squadron Letter, No. 254, of 4 June 1870.

No. 3.—DETAILED REPORT.

HER MAJESTY'S TURRET SHIP "CAPTAIN."

Dryness of turret deck in moderate weather.

1. THERE was a moderate swell (wind 5 to 6) at my visit on the 23rd May, and the ship was very dry on the main deck.

Battle arrangements.

2. The arrangements for battle are very good.

Magazines.

3. The magazines and shell rooms are large and close to their work.

Arrangements for getting up shot and shell.

4. There were very efficient inventions (winches) for getting up shot and shell.

Training at which guns were fired.

5. The guns in foremost turret were fired at angles (from line abeam) of

Deg.				*Deg.*	
30	- -	with	- -	10	elevation.
43	- -	„	- -	7	„
60	- -	„	- -	4	„

Effect of firing on forecastle.

with little or no bad effect on the forecastle fittings. I did not try the extreme angles, which I think should be reached by degrees, to note the effect, and the trial take place when the ship is near a dockyard in the event of any damage being done.

Increased range of training over broadside ships.

6. The perfect clearance of the 600-pounder guns for action from a training of 60 degrees forward to 60 degrees aft is very satisfactory, particularly when compared with the 30 degrees of the 9-inch 250-pounder guns of the broadside ships. I have never seen such a range of training before, but I still hope to see a higher freeboard and no forecastle or poop, so as to have an all-round fire, which will be one-half more powerful.

Importance of all-round fire.

Attack, in future actions, will generally be end-on right ahead, the exposure of broadside or quarter to ramming being suicidal.

7. With

7. With so low a freeboard the forecastle is absolutely necessary, and consequently in chase the ship must be yawed to bring her guns to bear, therefore, unless of superior speed, she could not long keep within range of an enemy, and the shots would be necessarily snap shots whilst yawing. Forecastle necessary.

8. The weak point in the "Captain" seems to me the absence of direct fore and aft fire, particularly ahead; 64 degrees training appears the limit of safety from foremost turret, although a shot *can* be fired from after turret inside the leg of the foremost tripod (at training of 82 degrees), with what effect has yet to be proved; 70 degrees is the extreme safe limit from the after turret at present. A vessel armed as the "Captain," cannot advance end-on in line abreast with other ships, and fire shot in line of advance, without danger of collision. Absence of direct fore and aft fire her weak point.

9. The legs of the main tripod should be moved at any cost, as the least that can be done in the "Captain" to improve her range of training. Alteration in tripods.

At present they interfere with or prevent for *one* gun the most important fire of all from after turret, viz., 82 degrees ahead *without elevation*; if removed both guns can fire well forward with extreme elevation.

10. As to the liability of the height of wave interfering with the efficiency of the fire of the turret guns, and to the probability or otherwise of the sea entering the bore of the guns and swamping the charges, and otherwise interfering with the efficient working of the guns, one experiment (in a double-reefed topsail breeze for the squadron) took place on the 25th May. The wind being from N.E., force about 6, with corresponding sea, I caused the "Captain" to be kept quite close to "Minotaur," and to fire at a target distant 1,000 yards across an interfering sea. There was no difficulty whatever in using the turret guns. The first two shots were very good, and the third, fired in 16 minutes from commencement, completely destroyed the target (a small cask with flag on it). I then placed the "Captain" at my best point of view on lee quarter, on a fixed bearing of four points from "Minotaur," two cables distant, and with same wind and sea acting on the bow, made her accompany "Minotaur" at a speed of more than 10 knots, topgallant masts being housed, and jib-boom in in both ships, for more than two hours. The "Captain's" guns were run out and pointed to windward. I varied the course to all points, and did not see the sea in any way inconvenience the turrets. Though washing freely over the main deck, but in a far less degree than I anticipated, her forecastle was often deluged; the "Minotaur's" main deck was wet throughout, by the sea entering the weather ports, and a great spray wet the poop. On this occasion I consider the "Captain" showed herself buoyant and successful in every way. I asked by signal, "Have turret guns been inconvenienced by water?" The answer was, "No." Whilst following "Minotaur" she fired blank cartridges several times (when ordered by signal), without inconvenience, showing that the charges had not been swamped. Effect of height of wave and sea on efficiency of fire from turret guns. Buoyancy. Charges not swamped by sea.

11. A strong gale, force 9 (in which the ships of the squadron carried close-reefed topsails), with heavy sea, occurred on the night of the 29th May. I asked "Captain" by signal how she behaved, &c. She answered "Very well," and that she could fight her guns. Fighting guns and performance of ship in seaway.

On the following forenoon a heavy sea (corresponding to a treble-reefed topsail breeze), interfering between the "Captain" and horizon, I placed her in the best position for observation, viz., four points on "Minotaur's" lee quarter, distant two cables, and directed one shot with battering charge to be fired from each gun. Only two shots were fired from foremost turret, as she reported that using after turret would inconvenience the sick.

The ship was very buoyant and easy; a good deal of water went over the main deck by the turrets; one sea wet the forestaysail half way up, and seemed to deluge the forecastle. The turrets were not inconvenienced, and she fired both shot singly, each falling very nearly at the same distance, about 1,000 yards to windward.

Being asked by signal if any inconvenience was suffered from water or other causes, she replied, "None whatever." I consider that she could have fought her guns with ease and efficiency. About the time of this trial, a spray nearly wetted me through on the poop of "Minotaur." I afterwards caused the "Captain" to follow "Minotaur," steaming about seven knots, and she proved herself a good sea boat.

12. There is a great simplicity within and without the turrets, and an excellent principle throughout the ship's arrangements, particularly in the turrets, of a reserve of appliances to meet accidents, in turning gear, gun gear, compressors, &c. Turrets. Extra appliances to meet accidents.

13. The turrets turned with great ease, both by steam and hand. Working of turrets.

14. Firing with battering charges all went well in the foremost turret. The after turret could not be used on account of an officer (the gunnery lieutenant) being very ill with small-pox. Turrets.

15. The gun carriages were most easily lowered and raised to the different steps for elevating. I prefer the mode of raising and lowering the turret guns for elevation by the slide instead of by the gun, as being so much more simple. Gun carriages.

Mantlets for turrets.

16. Interior of turrets should be fitted with rope mantlets, as protection from the fragments that would fly about on the turret being struck with shot, and these should be kept in the turrets to accustom the crews to work in the reduced space.

Machinery of turrets exposed to plunging fire.

17. The lowness of freeboard exposes her to plunging fire through the decks at the base of the turrets from ahead, astern, diagonally, and abeam.

The machinery of the turrets is thus, in my opinion, endangered, and requires protection which, I submit, could be given by a ring of armour plating round it on the deck.

Effect of poop and and forecastle in deflecting enemy's shot.

18. The face of the poop and forecastle appear to be open to the objection of deflecting shot towards the turrets.

Pilot house.

19. The pilot house, which in "Captain" is very cramped, is a most necessary protection to steam steering gear, telegraphs, &c., in all armour-plated ships. Rope mantlets are requisite for interior protection from fragments of iron nuts, &c., when struck by shot, and a light iron umbrella over the top from one side of the hurricane deck to the other.

Present bow and stern guns ineffective.

20. The single 7-inch guns forward and aft, *not under armour plate*, are only apologies for bow and stern fire. No chase guns mounted forward can be called efficient; her upper deck is unequal to carrying a gun heavy enough to be of service. She mounts *on* forecastle, not under armour plating, one 7-inch 115-pounder gun, liable to a contest with two 12-inch 600-pounders in turrets.

Masts and spars.

21. The masting is much overdone beyond the strength of her complement (500), and interferes very much with her steaming head to wind. The spare spars are preparations for a bonfire, studding sails and their gear a great incumbrance and unnecessary. The wreck of such large masts falling might be fatal, by stopping the turrets or masking their fire.

Mizen mast danger to screws.

22. The mizen mast is a standing menace to the two screws, and should at once be removed.

Mode recommended for masting turret ships.

23. Without wishing to be considered an advocate for masting turret ships, I should recommend for them, instead of their present masting, very strong short lower masts, that would undoubtedly stand without shrouds or tripods, with long strong steel topmasts fitted to lower very close down, with the steel lower and topsail yards slung fore and aft above the turrets for action.

Sailing qualities on a wind are indifferent.

Propellers do not revolve when disconnected.

24. On a wind, under sail only, the ship can do little or nothing to windward; double screws quite spoil her sailing, particularly as they do not revolve when disconnected, but this, I hope, can be partially remedied. The Inspector of Machinery, who has had no opportunity of finding the cause of this defect, suggests that it should be examined and reported on at a dockyard.

Staying without steam uncertain.

Wearing.

25. She stays very fairly in moderate weather; but without steam she, on one occasion, failed to tack in a single-reefed topsail breeze; she will not, therefore, tack with certainty. The use of one boiler would ensure tacking on the few occasions when such a manœuvre would be necessary. She wore on one occasion, and wore readily.

Performance of engines.

Consumption of fuel.

26. The performance of the engines is well spoken of, though thus far they appear rather extravagant in consumption of fuel. I am informed by the Inspector of Machinery that, as compared with "Monarch," it appears at present about as seven to six; no doubt an improvement will take place when her officers are more accustomed to her, she having been such a very short time in commission.

Stowage of coals.

27. Though on a par with other ships, her stowage of coals seems to me too little; reduction of masts might possibly allow of its being increased.

Hurricane deck, boats, &c. should be of iron.

28. The hurricane deck and boats seem to me in much danger of destruction by fire in action. There is too much wood. The deck, boats, spars, &c. should, as far as possible, be of iron.

Accommodation for officers and ship's company.

29. There is much comfort and accommodation on board; officers and ship's company are very well berthed.

Sick bay.

30. The sick bay is small, and insufficient for a ship with a complement of 500. There is only room for two cot cases in it, and it is badly placed, near fire of turret guns.

Head.

31. The head under the forecastle should be shut off from the forecastle between decks by an iron bulkhead, with a door in it.

Space below.

32. The room for everything below seems ample.

33. There

33. There is excellent ventilation between decks in the holds, and in stoke hole. More ventilation is required over the cylinders, where it was very hot; the removal of a few planks in the deck, and substitution of iron gratings would effect this. Ventilation.

34. The "Captain" is a most formidable ship, and could, I believe, by her superior armament, destroy all the broadside ships of this squadron in detail. Ship very powerful.

35. I consider that great and successful ingenuity has been generally displayed in her arrangements. Ingenuity of design.

36. Captain Burgoyne and his officers and men have been but a short time together on board, but they deserve very great credit for the way in which they worked at my inspection on the 23rd May. Satisfactory working of officers and men.

37. I intended on the 4th June to have made further experiments in firing "Captain's" guns at extreme training and elevation, but was unable, in consequence of Captain Burgoyne having reported by signal that he had some cases of sick and wounded that rendered firing impossible. Proposed additional trials of firing at extreme training and elevation prevented.

38. The "Captain" did not make out the signal to turn turrets with steam on the 24th May, but I am informed that she has subsequently turned them successfully, with as great a heel as nine degrees. Turning of turrets with inclination of 9 degrees.

(signed) *T. M. C. Symonds,*
Vice Admiral Commanding,

4 June 1870.

NOTE.

The Enclosures Nos. 9, 10, *and* 11 *to Vice Admiral Sir T. M. C. Symond's Report of 4th June* 1870, *having been sent back to him for explanations, will be found with his further Report of* 13*th June* 1870.

Enclosure No. 12 in Channel Squadron Letter, No. 254, of 4 June 1870.

REGISTER of ROLLING OBSERVATIONS taken 2 June 1870, and reported by Signal.

SHIP.	Average Number of Oscillations, per Minute.	Mean Number of Degrees.	Maximum Inclination.
Minotaur	8	5·2	5·5
Agincourt	7·8	8·6	7·5
Northumberland	4	6·5	7
Hercules	9	2	4·5
Monarch	6	4	5
Inconstant	6	2·5	4
Warrior	8	10·5	16
Volage	6	11	14
Captain	7	3·6	3·7

Taken in long heavy swell from N.W., ships steaming, without sail, about 6·5 knots, wind S.S.W. 4. Ships' heads S.E. by E. $\frac{1}{2}$ E.

The "Volage" appears to roll quickly and deep, and considerably, as compared with other ships.

There appears a slight discrepancy in the maximum inclination of the "Agincourt," and the number of oscillations of "Volage," which latter, from observation, I believe to range between 11 and 13 per minute.

(signed) *T M. C. Symonds,*
Vice Admiral Commanding.

4 June 1870.

LETTER from Admiralty to Vice Admiral Sir *T. Symonds*, K.C.B., dated 9 June 1870.

(S. 4493 / 4489.)

Admiralty, S. W.,
9 June 1870.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to inform you that the Enclosure, No. 9, in your letter, No. 254, of 4th June 1870, contains a summary and two diagrams of the results of certain trials of sailing between some of the ships under your orders which cannot be thoroughly understood without some further explanation, which I am to request you will furnish. Staff Commander Kiddle, who was at the Admiralty to-day, having confessed his inability to give an answer as to certain points which were referred to him.

1st. In the summary of the trials of the 24th May, you refer to the ships missing stays and wearing as a reason why the angles taken could not be depended on. It is wished to know which of the ships missed stays, and whether any reason can be assigned for such ships as did miss stays failing to tack.

2nd. In the same summary it is stated that the "Inconstant" weathered on the "Monarch" 13 cables, on the "Captain" $43\frac{1}{4}$, on the "Volage" $4\frac{3}{4}$. It is generally understood that weathering on a ship means *gained to windward* on that ship, and if this meaning was intended to be given to the statement quoted above, it would follow that the "Monarch" weathered on the "Captain" $30\frac{1}{4}$ cables. But further down it is stated that "Monarch" weathered on "Captain" $14\frac{9}{10}$ cables. The two statements being irreconcileable, and Staff Commander Kiddle being unable to state positively whether the meaning to be given to weathering on a ship simply meant the distance one ship passed to windward of another, irrespective of their positions at starting, or whether it meant the gain to windward of one ship over another, regard being had to their respective positions at starting.

I am to request that you will cause this doubt to be removed, and to have the requisite explanation given, correcting, if need be, the figures.

2. Again, Enclosure, No. 10, in the same letter, reports the results of a trial of sailing between "Monarch," "Captain," and "Inconstant." The summary of this trial, after being explained by Staff Commander Kiddle, affords no intelligence on the following points:—

1st. The trial between the "Monarch" and "Inconstant" appears to have lasted $3\frac{3}{4}$ hours, and between the "Captain," "Monarch," and "Inconstant," for two hours. To what cause was it owing that the "Captain" could take no part in this trial for $1\frac{1}{2}$ hours?

2nd. The summary of the trial given at the foot of the diagram says that in two hours the "Monarch" *gained* on the "Captain" 4,054 yards, but the written summary already referred to says, in two hours the "Monarch" weathered on "Captain" eight cables; which of these statements is correct, and what is the meaning attached to the term "*weathered on*"?

3. In the diagram, as the result of the trial from 2.15 to 6 p.m., no mention is made of the gain of the "Inconstant" over the "Monarch;" but in the same summary of the result of the trial from four to six p.m. the "Monarch" is stated to have gained on the "Inconstant" 2,277 yards. I am to request that you will cause their Lordships to be informed what was the gain of the "Inconstant" over the "Monarch" in $3\frac{3}{4}$ hours, and what was the gain or loss of the "Monarch" as compared with the "Captain" during the same period, retifying the diagrams and figures if necessary; and with reference to all these three trials, I am to request you will cause their Lordships to be informed of the maximum and of the average speed of each ship in each trial, and under what circumstances the accident occurred to the "Monarch," which prevented the screw from being disconnected on the trial of the 31st May.

4. The papers referred to are enclosed, and are to be returned.

I am, &c.
(signed) *Thos. Wolley.*

Vice Admiral Sir Thomas Symonds, K.C.B.,
Portsmouth.

(No. 262.)

LETTER from Vice Admiral Sir *Thomas Symonds* to the Secretary of the Admiralty.

SAILING TRIALS, CHANNEL SQUADRON.—EXPLANATION.

(Four Enclosures.)

Sir, "Minotaur," at Portsmouth, 13th June 1870.

WITH reference to your letter* without date, S. $\frac{S.}{1489}$, containing directions from the Lords Commissioners of the Admiralty for me to forward some further explanation respecting the sailing trial, report of which was forwarded in Enclosure No. 9, in my Letter, No. 254, of the 4th instant, Staff Commander Kiddle, of the "Minotaur," having been unable to give answers to certain points which were referred to him at the Admiralty on the 9th instant, I have the honour to report that Staff Commander Kiddle, having collated his results from the diagrams of Captains Commerell and Aplin, of the "Monarch" and "Inconstant," which I enclose herewith, it was impossible for him to give an answer to certain points, he not having seen the commencement of the trial in question, on the 24th ultimo, nor been able to take any angles during the whole course of it, on account of the haze, and the ships spreading far apart from missing stays and wearing, as noticed in the report (Enclosure 9) above referred to.

* 9 June.

24 May 1870.

Two.

2. At 10.50 a.m., on 24th May, the day of the trial, "Agincourt" signalled to "Minotaur," "Too hazy to leeward, and ships too distant to take angles correctly at present."

3. The discrepancy referred to in 2nd section of paragraph 1 of your letter arises from the fact that the distances weathered by "Inconstant" on "Monarch," "Captain," and "Volage," viz., 13, 43¼, and 4¾ cables respectively, were from the report on the diagram of "Inconstant," and the distance weathered by "Monarch" on "Captain," viz., 14$\frac{9}{10}$ cables, from the report on the diagram of the "Monarch," which latter ship was close enough to the "Captain" to insure her angles being correct, whilst I have no faith whatever in the distant angles reported by the "Inconstant." I regret that I did not make this clear on Enclosure No. 9 to my Letter No. 254, of the 4th instant, by stating as follows:—

"Inconstant" weathered on "Monarch" 13 cables Ditto - - ditto - "Captain" 43¼ „ Ditto - - ditto - "Volage" 4¾ „	As taken from diagram of "Inconstant."
"Monarch" weathered on "Captain" 14$\frac{9}{10}$ cables	As taken from diagram of "Monarch."

It is to be observed that "Monarch's" diagram was taken at 1 p.m., whilst the "Captain" ended the trial at 0.22 p.m., when she was ordered by signal to take station, so that the "Monarch's" gain on "Captain," as stated on her diagram, is beyond what was due to her at 0.22 p.m., when the trial ended, as far as the "Captain" was concerned.

4. In compliance with their Lordships' wish to know which ships missed stays in the trial of the 24th May, and whether any reason can be assigned for their doing so, I beg leave to state—

1st. That the "Monarch" stayed each time.

2nd. The "Inconstant" missed stays three times, and wore.

At 11.30 a.m., signal was made to the four ships engaged in the trial to "tack together."

At 11.59 a.m., to "Inconstant," "tack immediately."

At 12.18 p.m., to "Volage," "tack immediately," she not having obeyed the signal made at 11.30 a.m., to "tack together."

3rd. The "Captain" missed stays once, and wore.

4th. The "Volage" missed stays twice, and wore.

5. As to the reasons why the ships missed stays, generally there was none whatever why any ship should not have tacked, there being a fine breeze, N.E. by E., 5 to 6, and moderate swell, as appears by "Minotaur's" log of 24th May.

6. The report of force of wind in this trial states it as 6 to 7, this being given on "Inconstant's" diagram, she having carried double-reefed topsails during the trial. I beg leave to amend it to 5 to 6.

7. A more beautiful day for a sailing trial, excepting the haziness which came on after its commencement, could not have been wished for. I attribute the "Captain's" missing stays to her screws not revolving, the "Inconstant's" and "Volage's" to their unhandiness.

On "Inconstant's" diagram of this trial it is stated, "at noon tried to tack, missed stays, ship being too light, and out of trim;" the "Inconstant" had at this time 420 tons of coals on board. With a less quantity she would, I am of opinion, have been more unhandy.

The "Inconstant" and "Volage" had their screws up, and were sailing under every advantage. "Inconstant" had been hogged by my order at Vigo (May 1870). The "Volage" was last docked in October 1869. Their sails were new, and in good order.

8. The "Inconstant" has been under my orders since last August; I have always seen her very slack in stays. I have been obliged to order her to use steam in tacking in succession with the squadron. I believe her crankness has a great deal to do with it. The position of the centre of effort of the sails will be best understood at the Admiralty.

9. The word "weathered," which means "gain to windward," is used in the diagrams enclosed herewith; hence the term in my report.

10. I have the honour to request that "'Monarch' weathered on 'Captain' 30¼ cables," may be now clearly understood to mean "as reported by the 'Inconstant;'" and that "'Monarch' weathered on 'Captain' 14$\frac{9}{10}$ cables," may be understood to mean "as reported by 'Monarch.'"

11. With regard to the statement that "'Monarch' weathered on 'Captain' 14$\frac{9}{10}$ cables," I beg to report that the result of the trial was, that "Monarch" beat the "Captain" to windward about 13 cables in 2½ hours from my own observation, although the "Captain" having missed stays wore in obedience to my signal to tack.

Although unable to see the commencement of the trial, which is reported by the "Monarch" as having been commenced by her 430 fathoms to windward of the "Captain," I witnessed the result.

12. The reason why the "Captain" only took part for two hours in the sailing trial of 25th ultimo (reported in Enclosure No. 10, of my Letter No. 254, of 4th instant) was, that there being a fine breeze, I ordered "Monarch" and "Inconstant" to try rate of sailing, but as the "Captain" had been firing at a mark, and following the "Minotaur" with jibboom and topgallant masts housed at a speed of 10 knots, she was not ready to take part in the trial for 1¾ hours.

13. The discrepancy between the summary and the statement on the diagram of the trial on 25th May (Enclosure No. 10) is due to a clerical error, eight cables having been written for 18, which was the gain by my observation. The statement on the diagram, that the "Monarch" gained 4,054 yards on "Captain," agrees very closely with the gain shown on the "Monarch's" diagram of the same trial, herewith enclosed. The meaning attached to "weathered on" is "gain to windward." 25 May 1870.

14. With reference to paragraph 3 of your letter, I request you will inform their Lordships that the gain of the "Inconstant" on the "Monarch," on the 25th May in 3¾ hours, was 3½ cables, as now stated on the diagram. The "Captain" and "Monarch" did not try together for that period, but only for the last two hours, as already explained above (*see* Paragraph 12).

15. The only rectification of figures necessary, that I know of, is that eight cables, a clerical error in Enclosure 10), should be 18.

16. The

16. The maximum and average speeds of the ships during the sailing trials were as follows, viz.:

SHIP.	24th May.		25th May.		31st May.	
	Maximum.	Average.	Maximum.	Average.	Maximum.	Average.
"Monarch" - - - -	8·0	6·8	7·2	5·8	5·5	4·5
"Inconstant" - - -	6·0	5·0	6·0	4·5	4·0	4·0
"Captain" - - - -	4·0	4·0	4·0	3·8	2·8	2·7
"Volage" - - - -	7·8	6·0	- Not in trial -		8·8	6·0

17. The circumstances under which the "Monarch" was unable to disconnect her screw on the 31st ultimo, are detailed in the enclosed letter from Captain Commerell. 10 June 1870.

18. I have the honour to request that this letter may be attached to my Letter No. 254, of the 4th instant, in explanation thereof, and stand part of my report of the trials of Her Majesty's turret ships "Monarch" and "Captain."

I have, &c.

The Secretary of the Admiralty. (signed) *T. M. C. Symonds,*
Vice Admiral Commanding.

P.S.—This explanation has been delayed, in consequence of my having to wait reports from ships at Plymouth, of their speeds during the trials. The enclosures to your letter are herewith returned as directed.

(signed) *T. M. C. Symonds.*

Enclosure No. 1, in Channel Squadron Letter, No. 262, of 13 June 1870.

TRIAL of SAILING between "MONARCH," "INCONSTANT," "CAPTAIN," and "VOLAGE."

Beating to Windward. Wind, E. by N., 6. Under single-reefed topsails, top-gallant sails and courses.

May 24, 1870.

(*See* Diagram, marked A.)

Enclosure No. 2, in Channel Squadron Letter, No. 262, of 13 June 1870.

TRIAL of SAILING between H. M. Ships "INCONSTANT," "MONARCH," "CAPTAIN," and "VOLAGE."

On a Wind.—Trial commenced at 10 a.m.; finished, 1 p.m. Sail: double-reefed topsails, courses, fore and main top-gallant sails, jib, fore-topmast, staysail, trysails, and spanker. Swell and sea from the eastward; wind E. by N. 6 to 7, *b c q*; carried from 6° to 7° weather helm; heeling, from 15° to 17°; extreme lurch, 20°. At noon tried to tack, missed stays, ship being too light, and out of trim. At noon "Inconstant" weathered on "Monarch" 24 cables, on "Captain" 32¾ cables, on "Volage," 10 cables; at finish of trial, weathered on "Monarch" 12 cables, "Captain" 43¼ cables, "Volage" 4¾ cables.

24 May 1870. (signed) *J. E. Scudamore,*
Navigating Lieutenant.

Approved,

W. L. Aplin, Captain.

The "Inconstant," on this occasion, had on board 420 tons of coal.

(signed) *T. M. C. Symonds,* Vice Admiral.

13 June 1870.

(*See* Diagram, marked B.)

Enclosure No. 3, in Channel Squadron Letter, No. 262, of 13 June 1870.

A TRIAL of SAILING between "MONARCH," "INCONSTANT," and "CAPTAIN."

Beating to Windward. Wind, E. by S., 6. Under topsails, top-gallants sails, and courses.

May 25, 1870.

(*See* Diagram, marked C.)

Enclosure No. 4, in Channel Squadron Letter No. 262, of 13 June 1870.

RELATIVE TO DISCONNECTING GEAR.

H. M. S. "Monarch," at Spithead,
Sir, 10 June 1870.

IN answer to your Memorandum calling upon me to state what caused the accident to the disconnecting gear of Her Majesty's ship under my command which prevented our disconnecting on the 31st ult., I have the honour to inform you that in consequence of the connecting bolts being parallel instead of tapered, they are liable to jam, and on this occasion one of them did so to such an extent as to make it impossible to get it out.

I would beg to remark that this accident was caused solely by the shape of the bolts, and not from their being too large; I saw them fitted myself, and they came out with a slight tap of the hammer.

I have, &c.
Vice Admiral Sir Thomas Symonds, K.C.B., (signed) *J. E. Commerell*,
Commanding Channel Squadron. Captain.

Enclosure No. 9, in Channel Squadron Letter, No. 254, of 4 June 1870.

REPORTS of Results of SAILING TRIALS in which Her Majesty's Turret Ships "MONARCH" and "CAPTAIN" were engaged during a Cruise with Channel Squadron, between the 22nd May and 4th June 1870.

1st. On 24 May 1870.

Between "Monarch," "Captain," "Inconstant" and "Volage."

For three hours on a wind, under good press of sail, single and double-reefed topsails and topgallant sails. Force of wind, five to six. Screws up, or disconnected.

From the haze and ships spreading far apart in consequence of missing stays and wearing, the angles could not be depended upon, the result was as follows:

"Inconstant" weathered, on "Monarch," 13 cables.
" " on "Captain," $43\frac{1}{4}$ "
" " on "Volage," $4\frac{3}{4}$ "
"Volage" weathered, on "Monarch," $13\frac{3}{10}$ "
"Monarch" weathered, on "Captain" $14\frac{9}{10}$ "

None of the ships sailed commonly well.

The "Inconstant" heeled in an extraordinary manner comparatively, viz.:

15 to 17°, her extreme lurch being 20°.

She missed stays. The "Captain" also missed stays. The "Inconstant" had the very great advantage of her screw being raised.

(signed) *T. M. C. Symonds*, Vice Admiral Commanding,
4 June 1870.

Enclosure No. 10, in Channel Squadron Letter, No. 254, of 4 June 1870.

2nd. On 25th May 1870.

BETWEEN "Monarch," "Captain," and "Inconstant," accompanied by "Minotaur," under steam.

On a wind; force, 4 to 5; single-reefed topsails and topgallant sails; royals might have been carried; screws up, or diconnected.

Ships tacked together by signal twice. "Inconstant" missed stays each time ordered, and, in other attempts to stay, ending by being obliged to wear.

"Captain"

"Captain" stayed quickest; "Monarch" very well. Neither of the ships sailed even moderately well.

"Inconstant," heeled from 15° to 17°, her extreme lurch being 19°.

It is evident that "Inconstant" is not safe near the land without steam. She would have fouled the "Monarch" but for the latter's handiness in staying.

A diagram (marked D.) of this trial by the staff commander of the "Minotaur" is sent herewith. 25 May 1870.

Result.—The "Inconstant" in $3\frac{3}{4}$ hours weathered on "Monarch" $4\frac{1}{2}$ cables, and in two hours she weathered on "Captain" $10\frac{1}{10}$ cables.
In two hours "Monarch" weathered on "Captain" 18 cables.

(signed) *T. M. C. Symonds,*
4 June 1870. Vice Admiral Commanding.

Enclosure No. 11, in Channel Squadron Letter, No. 254, of 4 June 1870.

3rd. On 31st May 1870.

BETWEEN "Monarch," "Captain," "Inconstant," and "Volage."

Five hours on a wind. Wind, W. by N.; force, 4; moderate swell from N.W.

All plain sail, screws up, in "Inconstant" and "Volage;" screws disconnected in "Captain," connected in "Monarch" (disconnecting gear being temporarily out of order).

Tacked together 1.40 p.m.; all tacked. "Captain's" main topgallant mast carried away at 1.50, putting her out of the trial.

Tacked together, 2.45 p.m.; 3.40 p.m.; 4.30 p.m.

Maximum heel, by signal, at 1 p.m.

"Monarch" - - -	10°	"Captain" - - -	9°
"Inconstant" - - -	14°	"Volage" - - - -	9°

This was an interesting trial, in so far that the "Monarch" and "Captain," from their screws not revolving, were on more even terms. 31 May 1870.

Result.—As per accompanying diagram (marked E.), was as follows:

In 4 h. 50′ "Volage" weathered on "Inconstant"	- -	330 yards.
In 2 h. 10′ "Volage" weathered on "Captain" -	- -	4,450 „
In 2 h. 10′ "Volage" weathered on "Monarch"	- -	4,620 „
In 2 h. 10′ "Captain" weathered on "Monarch"	- -	170 „

(signed) *T. M. C. Symonds,*
4 June 1870. Vice Admiral Commanding.

SPECIAL REPORT from Captain *Aplin* respecting Performance, &c., of "Inconstant."

H. M. S. "Inconstant," Keyham,
15 July 1870.

Sir,

IN compliance with your Memorandum of the 9th instant, I have the honour to reply herein, for the information of the Lords Commissioners of the Admiralty, to the following questions therein contained.

Question.	*Answer.*
1. How long have you commanded the "Inconstant"?	Since the 12th of August 1869.
2. During that time how many days, or parts of days, has the "Inconstant" been under weigh?	$118\frac{1}{4}$ days.
3. How many days, or parts of days, while under weigh, has the ship been in company with the squadron or fleet to which she is attached, and how many days, or parts of days, has she been alone?	$104\frac{2}{24}$ days in company with squadron, &c., and $14\frac{4}{24}$ days alone, or $36\frac{50}{60}$ hours going from Portsmouth to Plymouth to join fleet. $170\frac{50}{60}$ hours when ship parted company from fleet, carrying away tillers; in rejoining squadron, and making passage to Pembroke, and $138\frac{50}{60}$ hours on look out at rendezvous off Cape Finisterre.

Question.	*Answer.*
4. Since the alteration in fore part of rudder was effected, is the ship handy, or unhandy, under steam?	Handy. In fine weather four to six men have been found sufficient to steer her with ease; eight men in bad weather, and when exercising at steam evolutions.
5. The same question as to her qualities when under sail?	With the screw up, handy.
6. How many days, or parts of days, has the ship been under sail alone with screw raised?	6 September 1869, for 12 hours. 7 „ 1869 „ 13 „ 20 October 1869 „ 6 „ 21 „ 1869 „ $9\frac{1}{3}$ „ 23 „ 1869 „ $2\frac{3}{4}$ „ 19 November 1869 „ $6\frac{3}{4}$ „ 24 „ 1869 „ $5\frac{3}{4}$ „ 20 December 1869 „ $4\frac{3}{4}$ „ 31 January 1870 „ 5 „ 12 & 13 May 1870 „ 29 „ 16 & 17 „ - - 1870 „ $23\frac{3}{4}$ „ 24 „ - - 1870 „ $4\frac{1}{2}$ „ 25 „ - - 1870 „ 5 „ 31 „ - - 1870 „ 8 „ $135\frac{1}{2}$ hours. Or $5\frac{15}{24}$ days.
7. Do you apprehend any danger when cruising would be likely to occur from the ship's missing stays?	More or less danger may always be apprehended as likely to occur from a ship's missing stays under certain circumstances, such as when on a lee shore, or when sailing in close order in a fleet. Further trial as to her staying qualities is necessary before I can report whether danger from this cause is more likely to be incurred by the "Inconstant" than by other long ships.
8. Do you consider the ship stays well?	Yes; with the screw up in fine weather; with any sea or swell doubtful.
9. Do you consider the ship wears well?	Yes; on the occasions she has been tried under sail alone.
10. Is she stiff?	No; very crank.
11. Is she weatherly?	Very weatherly.
12. Does she sail well on a wind, compared with other ships?	Yes.
13. Does she sail well off the wind, compared with other ships?	Yes.
14. Is she wet or dry?	Very dry.
15. Is she considered as a gun platform, steady or unsteady?	Very steady.
16. Does she pitch easily, or the reverse?	Very easily.
17. Have any spars been carried away, if so, was it through press of sail, defective spars, or violent motion of the ship?	Yes; jib-boom carried away on the 26th May 1870, through iron bolt of martingale guy being too weak and breaking; not the consequence of press of sail, or any defect of the spar, or from violent motion of the ship.
18. On the most recent occasions when the "Inconstant" is reported to have missed stays, to what do you attribute the failure to tack?	On the 24th and 25th last May, trying rate of sailing, when the "Inconstant" missed stays, she was very light, having only one month's provisions, few stores, and 245 tons of coal short, and was out of trim, being 5 feet 3 inches (estimated) by the stern; to this, combined with there being both a sea and swell on, consequent on the strong wind (5 to 7 *e. q.*) that was blowing, I attribute her failing to tack on the occasions referred to, but mostly to the sea and swell.
19. Does the "Inconstant" easily get out of trim, if so, can you suggest a remedy?	In consequence of the ship setting by the stern, and the great quantity of her consuming weights being stowed forward, the ship easily gets out of trim; the 90 tons of ballast will, I think, remedy this to a certain extent. It might be further slightly prevented by fitting tanks in

in the wings forward, to be filled when required, they would also be a protection to the magazine; and if necessary, I would suggest that the cellular places below magazine and fore-hold might be covered over and made watertight, so that they could be filled as required.

20. What ships has the "Inconstant" tried rate of sailing with, giving the dates, describing the nature of the trial, and the result as to the gain or loss of the "Inconstant" over her opponents?

6th September 1869.—At 8 a.m. ships of squadron commenced trying rate of sailing, viz., "Agincourt," "Minotaur," "Monarch," "Hercules," "Bellerophon," "Lord Warden," "Northumberland," "Royal Oak," "Prince Consort," "Caledonia," "Pallas," "Enterprise," and "Cruizer." Wind N.E. 4 to 5 *b. c.*, heel 8, carrying from 5° to 0° weather helm. Steering N.N.W. ½ W., slight swell from N.E. At 9 a.m. "Cruizer" on port beam about 1¼ cables; speed six knots. At 10.0 wind N.E. ⅔ *b.c.*, sea smooth, heel 9°, going seven knots. At 1 p.m., wind N.E. ½ N., going seven knots; 2.0., steering E. ½ N., wind N.N.E., heel 8°; 2.10., tacked 11 points, helm down, in 40 seconds; 3.0., wind N.E. by N. 5 *c.q.*, carrying 6° weather helm; all plain sail except spanker. At 4.0., speed 6·2 knots, steering N.W. by N., wind N.E. by N. 5 *c.q.*; at 5.10 gave up chase.

7th September 1869.—At 8.30 a.m. started in company with "Monarch," "Hercules," and "Cruizer" to round "Royal Oak," seven miles to leeward, water smooth, wind N.E. by N. 4 *b.c.*, all sail. At 9.30 "Cruizer" close on port quarter, "Hercules" on starboard quarter, "Monarch" astern. At 10.20, rounded "Royal Oak," "Cruizer" close to; at 10.30, "Monarch" rounded, and at 10.36 "Hercules" rounded; at 11.30, on port tack, heel 8, weather fine, wind N. 4 *b.c.*, water smooth, a slight northerly swell, all plain sail, "Cruizer" astern, speed 6.5 knots; 12.30, "Cruizer" abeam, "Monarch" and "Hercules" on starboard quarter, "Royal Oak" on port quarter, wind steady N. by E. ¾ *b.c.*; 12.45, tacked; at 1.30 p.m. heading up for "Agincourt," wind N.N.E. ¾ *b.c.*, carrying 3° weather helm; 2.20, rounded to under stern of Flag Ship; 2.25 tacked, and hove to on port tack, weathered on "Monarch" five miles, and "Cruizer" three miles.

20th October 1869.—At 9.20 a.m. commenced trying rate of sailing with "Warrior," course W.S.W., wind N.N.W. ⅘, all plain sail and starboard studding sails, heel ⅘° port; 10.20, wind N.W. by N. ¾ *b.c.*, head S.W. by W., heel 5° port, carrying from 7° to 8° weather helm; 11.20, wind N.W. by N. 4 *b.c.*, heel 9°, 5° weather helm, sea smooth, a slight northerly swell, gained on "Warrior" 14½ cables.

23rd October 1869.—Commenced trying rate of sailing with "Warrior," course S.S.W., wind E.S.E. 6 *b.c.q.*, sea rough, extreme speed 12·8 knots, north easterly swell, all plain sail and port topsail, and topgallant studding sails, heel 10° average. At 9.5, course S.S.W., wind E. by S. 6° to 7° *c.q.*, carrying from 5° to 10° weather helm; 10.0, extreme lurch 28°, average 18°; gained on "Warrior" in the first hour 4.3 cables, in all 15 cables.

21st October 1869.—At 8.30 a.m., commenced trial of sailing with "Warrior," wind N.N.W. 3 *b.c.*, water smooth, weather fine; all plain sail and starboard studding sails, 3° weather helm. At 9.30 wind N.N.W. 3*b. c.*, heel 3°; 10.30, wind N. by E. ¾ *b.c.*, roll 2° each way, steering S.W., 2° to 3° weather helm; 11.30, wind freshening, heel 3°, speed 6½ knots, all sail, yards square, 3° weather helm. 1.0 p.m., steering S.W. by S., wind puffy; 1.30, wind northerly. ¾, water smooth; 2.30, wind N.N.E. 3 *b.c.*, heel 3°, 2° weather helm, all sail, steering S.W. by S., yards nearly square; 3.30, heel from 1° to 2°. At 4 p.m. finished trial, having gained on "Warrior" 37 cables.

19th November 1869.—Wind easterly ¾ *b.c.*, commenced trial of sailing with "Warrior." All plain sail, with port studding sails, carrying from 4° to 5° weather helm, heel from 5° to 7°. At 11.5 trial commenced, at 3.30 p.m. finished, during which time gained on "Warrior" 27½ cables.

24th November 1869.—Trial with "Warrior" on a wind, wind N. by E., 4 to 5 *b.c.q.p.* Sea rough, a heavy northerly swell, heel 8°, carrying from 3° to 4° weather helm; from 1.30 to 2.0 p.m., wind variable in the squalls, all plain sail, fore-reached on "Warrior" 14 cables, and weathered 3¼ cables.

31st January 1870.—Trial with "Warrior" on a wind, sea rough, a heavy north-westerly swell, wind steady, N.W. by N. 5 to 6. *b.c.q.p.*, average heel from 12° to 14°, extreme in rain and squall 18°, maximum lurch 23°; first hour and a half, double-reefed topsails courses, topgallant sails, gaffsails, jib, fore topmast staysail, and spanker; at 11.30 shook out one reef of topsails. Trial commenced at 10 a.m., and ended at 1.35 p.m., during which time weathered on "Warrior" 16½ cables.

24th May 1870.—Trial of sailing on a wind with "Monarch," "Captain," and "Volage," double-reefed topsails, courses, fore and main topgallant sails, trysails, jib, fore topmast staysail and spanker, carried from 6° to 7° weather helm, heel from 15° to 17°, extreme lurch, 20°, wind E. by N. 4 to 7 *b.c.q.*, sea and swell from the eastward; at noon tried to tack, missed stays; as 12.15 up helm; weathered on "Captain" 43½ cables, on "Monarch" 12 cables, on "Volage" 4¾ cables.

25th May 1870.—Trial of sailing on a wind with "Minotaur," "Monarch," and "Captain." Commenced at 2.13 p.m., finished 6.3 p.m., single-reefed topsails, courses, topgallant sails, jib, topmast staysail, trysails, and spanker, swell and sea from the eastward; at 4.30 and 6.0, tried to tack, but missed stays, ship being too light, and out of trim; carried from 5° to 7° weather helm, wind easterly 5 *o.c.q.*, heel 15° to 17°, extreme lurch, 19°; "Minotaur" under steam, &c., weathered 12¼ cables, the other two ships distanced out of race.

31st May 1870.—Tried sailing on a wind with "Monarch," "Captain," and "Volage;" commenced at 11.50 a.m., and finished at 4.40 p.m.; all plain sail, heel from 15° to 17°, and carried from 3° to 7° weather helm, wind W. 4 to 5 *b.c.m.*; at 2.40 tacked; at 1.45 "Captain's" main topgallant mast went; at 2.47 tacked; at 3.45 and at 4.30 tacked; weathered during trial on "Volage" 1¾ cables.

(*b.*) The "Inconstant," since her commissioning, having been in company with the squadron to which she is attached, with the exception of the short time mentioned in paragraph 3; and when at sea, in station forming one of the line, with screw down and steam up, has had very few opportunities of testing her qualities in tacking and wearing beyond those afforded in the sailing trials named in paragraph 20. I therefore consider a further and more sufficient trial on these points is very desirable, and would also respectfully submit that as since the ship has been in commission, 6 out of the 11 boilers are the greatest number that have been in use or required at one time, and as previously to her being commissioned she was only tried at the measured mile, it would be advisable when possible to try her steaming powers more fully by the six hours' run trial.

I have, &c.
(signed) *E. D. D. Aplin*, Captain.

(No 1113.) "Royal Adelaide," in Hamoaze,
16 July 1870.

Submitted for the information of the Lords Commissioners of the Admiralty, in compliance with the directions contained in your letter of the 8th instant, S. $\frac{5241}{5306}$.

I have, &c.
The Secretary of the Admiralty. (signed) *H. J. C. Codrington*,
Admiral.

REMARKS by Vice Admiral Sir *R. S. Robinson.*

I have read this Report with all the interest and consideration due to everything proceeding from so distinguished an officer as Sir Thomas Symonds.

I may observe that all the points of detailed fitting, not depending on construction and design to which he has adverted, have at once been taken up, and are being attended to.

Sir Thomas concludes his remarks on the fighting power of the "Captain" by saying, "She is a most formidable ship, and could, I believe, by her superior armament, destroy all the broadside ships of the squadron in detail." He has not said expressly the same thing of the "Monarch;" but if it may be implied from his remarks, then both these ships have so far fulfilled one of the objects for which they were designed; and the remarks made on the weak points of each ship, with respect to their armament, forecastles, absence of all-round fire, exposure to plunging fire, and various other defective details, need not be further considered at present; if it be true that these ships with all their faults possess the power attributed to them by Sir Thomas Symonds.

The liability to mischief from plunging fire is no doubt considerable; it is the weak point in all iron-clads, and probably nothing but an actual sea-fight will

will show how far the precautions taken in both turret ships, to deflect this fire or to stop it, by direct armour protection, as in the "Monarch," are efficacious.

Another point of the utmost importance embraced in the designs of both of these ships was, that they should, in addition to their fighting powers, be good sea-going cruisers.

Here I regret to find that Sir Thomas condemns unreservedly both ships on almost every point that constitutes a sea-going cruiser.

He says, that both ships are unfit to cruise in squadrons under sail alone; that neither ship could be depended on to tack or wear without steam; that they are bad sailing ships; that neither ship sails commonly well; and that their equipment as cruisers, with reference to masts, sails, rigging, &c., is quite wrong.

The only qualities of sea-going cruising which he appears to allow them are easiness, moderate rolling, and good accommodation.

I cannot think justice has been done to the qualities of either ship.

If the "Captain" sails better than the "Monarch," as Sir Thomas Symonds deduces from the result of one trial, she does not deserve the character the Admiral has given her of a bad sailer and not sailing commonly well.

The passages of the "Monarch" across the Atlantic, the evidence of the Captain of the United States ship "Plymouth," who accompanied her, the short experience I had of the ship's powers under canvas, Captain Commerell's opinions, and those of eye-witnesses of the late trials between the turret ships and the "Volage" and "Inconstant," point to a very different conclusion. Captain Macomb, of the "Plymouth," in a public letter to the Secretary of the Navy, eulogising the qualities of the "Monarch," says, "I omitted to mention that, under sail alone, she sails and steers uncommonly well for so large a ship."

An eye-witness, not on board the "Monarch," describing a recent trial of the "Monarch" with the "Inconstant," "Volage," and "Captain," says, that she can carry a "press of sail, beat to windward by tacking, and actually in a fresh breeze beat the 'Inconstant' and 'Volage,' who were obliged to wear, after losing a great deal of time in missing stays."

The "Monarch" stays with remarkable certainty, and has not missed stays during the cruise, and though it appears the "Captain" did so once, it seems a hasty conclusion from such an occurrence, to say, as Sir Thomas Symonds does, that the "Captain" cannot stay with certainty.

Sir Thomas Symonds's opinions coincide with mine as to the "Monarch's" wearing badly.

We expect to devise a satisfactory remedy for this defect.

The stowage of both turret ships is hardly noticed by the Admiral; it is, however, an important part of the qualities of a sea-going cruiser. The expenditure of coal in the "Captain" is reported as somewhat extravagant, and the fact that the "Captain" had to be coaled at sea, is a significant commentary on the statement.

It also has an important bearing on the qualities of a ship as a sea-going cruiser.

Although the reports of the sailing trials and diagrams accompanying Sir Thomas Symonds's first letter of proceedings, dated 4th June, were returned to him for explanation, they are still obscure; the only distinct facts being that the "Monarch" did not miss stays in any of the trials when other ships did, and that on one occasion when the "Monarch's" screw was connected, and the "Captain's" disconnected, the latter beat the former in about two hours, 170 yards.

It appears needless to go through many of Sir Thomas's observations in detail as to the arrangements of each ship.

He concurs with me in thinking the turret arrangements of the "Captain" superior to those of the "Monarch," and they will be in a great measure adopted in our new ships. The failure to turn the "Monarch's" turret when heeling 9°, is explained by the fact that steam was not taken from the boiler intended to be used for this purpose, but from another boiler in which steam happened to be up, but in which the pressure was insufficient.

Some minor details in the Admiral's Report contain errors and mistakes, into which he would not probably have fallen if he had the ship's drawings before him.

I do not think that he has given any opinion as to the sufficiency or suit-

ability of the hurricane deck of the "Captain" to work the ship thoroughly and effectually under sail. This point requires to be further investigated before it can be decided absolutely.

Sir Thomas gives it as his opinion that the low freeboard of the "Captain" does not in any way inconvenience the turrets in a seaway, and he says he has not found the height of wave interfere with the efficiency of the fire of her turret guns, though considerable quantities of water came over the upper deck. The facts in his report are no doubt correctly stated; a target was struck at 1,000 yards, and shot were dropped 1,000 yards to windward in a sea corresponding to a treble-reefed topsail breeze, but it is perfectly evident that this could only be the case when the ship was upright on the top of a wave, by selecting that moment to fire without aim; shot no doubt will be dropped at any distance, due to the elevation given. It is, however, equally clear that when, to a ship 1,000 yards off, the turrets of the "Captain" wholly disappear, because the crests of waves hide them, being higher from the level of the sea than the turrets, that the ship cannot fire her guns, and that her hurricane deck, spars, &c., being visible to an enemy whose guns are higher than hers, she incurs some disadvantage, and Sir Thomas agrees with me in thinking that the lowness of freeboard exposes the "Captain" to serious risks from plunging fire through the decks.

After a lengthened trial of the "Captain" firing in a seaway and strong breeze, during which the water was washing freely over the maindeck, though in a less degree than he anticipated, and the forecastle was often deluged, he says, "I consider the 'Captain' showed herself buoyant and successful in every way."

The Admiral joins with me in praising the great and successful ingenuity which has been displayed in the "Captain's" arrangements.

It is much to be regretted that the "Hercules" was not allowed to take any part in the trials of sailing, or in the experiments made with the "Captain," to ascertain her fighting qualities in a seaway. From the latter it would seem the "Monarch" also was excluded. It would, I think, be very desirable to remedy this omission on some future occasion.

18 June 1870. (signed) *Robert Spencer Robinson.*

Admiralty Minute.

Let a copy of Sir R. S. Robinson's remarks on Vice Admiral Sir Thomas Symonds's Report be laid on the Table of the House of Commons with that Report.

My Lords desire to place on record their intention not to arrive at any conclusion on the respective merits of the two turret ships "Captain" and "Monarch," or on many of the points raised in these papers, until the results of the trials, which are as yet far from complete, are fully reported to them.

Their Lordships then propose to communicate to Parliament their judgment on the very important questions involved in these trials, with such papers or extracts as may appear necessary to place Parliament in full possession of the facts elicited, and of the grounds of their Lordships' judgment.

Let a copy of this Minute also be laid before the House of Commons.

Enclosure Nº 1.

A.

TRIAL OF SAILING BETWEEN

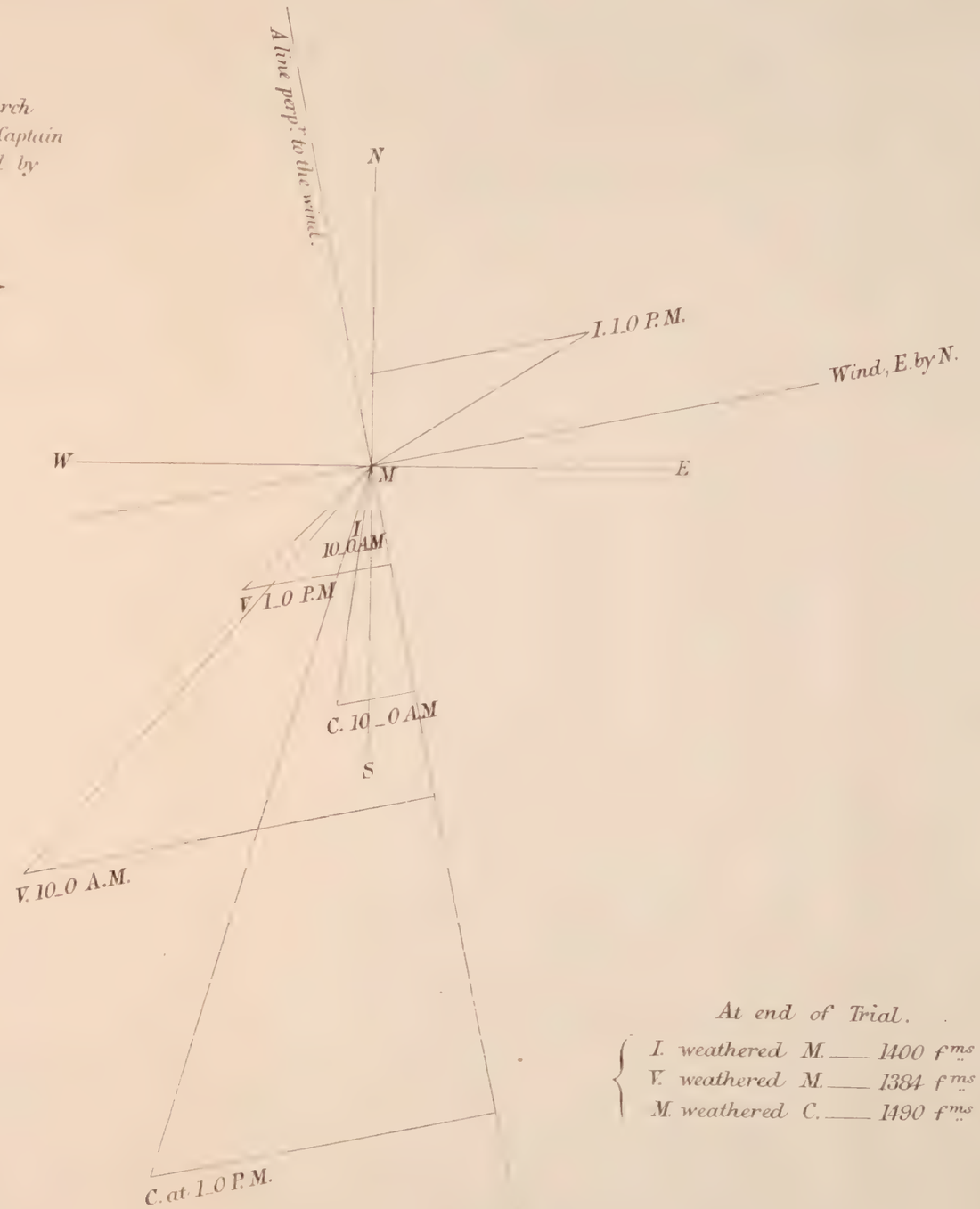
"Monarch", "Inconstant", "Captain" & "Volage"

Beating to Windward. Wind, E. by N. 6_ Under single reefed Topsls., Top Gt sls. & Courses.

May 24th 1870.

This diagram shows a greater gain than was due to Monarch having been taken at 1 P.M. whereas the trial as far as the Captain was concerned ended at 12. 22 P.M. when she was ordered by signal to take station.

Vice Admiral Commanding
13 June 1870.



At_10_0 A.M.

M. to wind.d of I.	*120*	*f.ms*
M to wind.d of V.	*2284*	*f.ms*
M to wind.d of C.	*430*	*f.ms*

At_1_0 P.M.

M. to wind.d of V.	*900*	*f.ms*
M. to lee.d of I.	*1280*	*f.ms*
M. to wind.d of C.	*1920*	*f.ms*

At end of Trial.

I. weathered M.	*1400*	*f.ms*
V. weathered M.	*1384*	*f.ms*
M. weathered C.	*1490*	*f.ms*

Captain

B.

Enclosure No. 2.

Scale $\frac{1}{8}$ Inch to 1 Cable.

C.

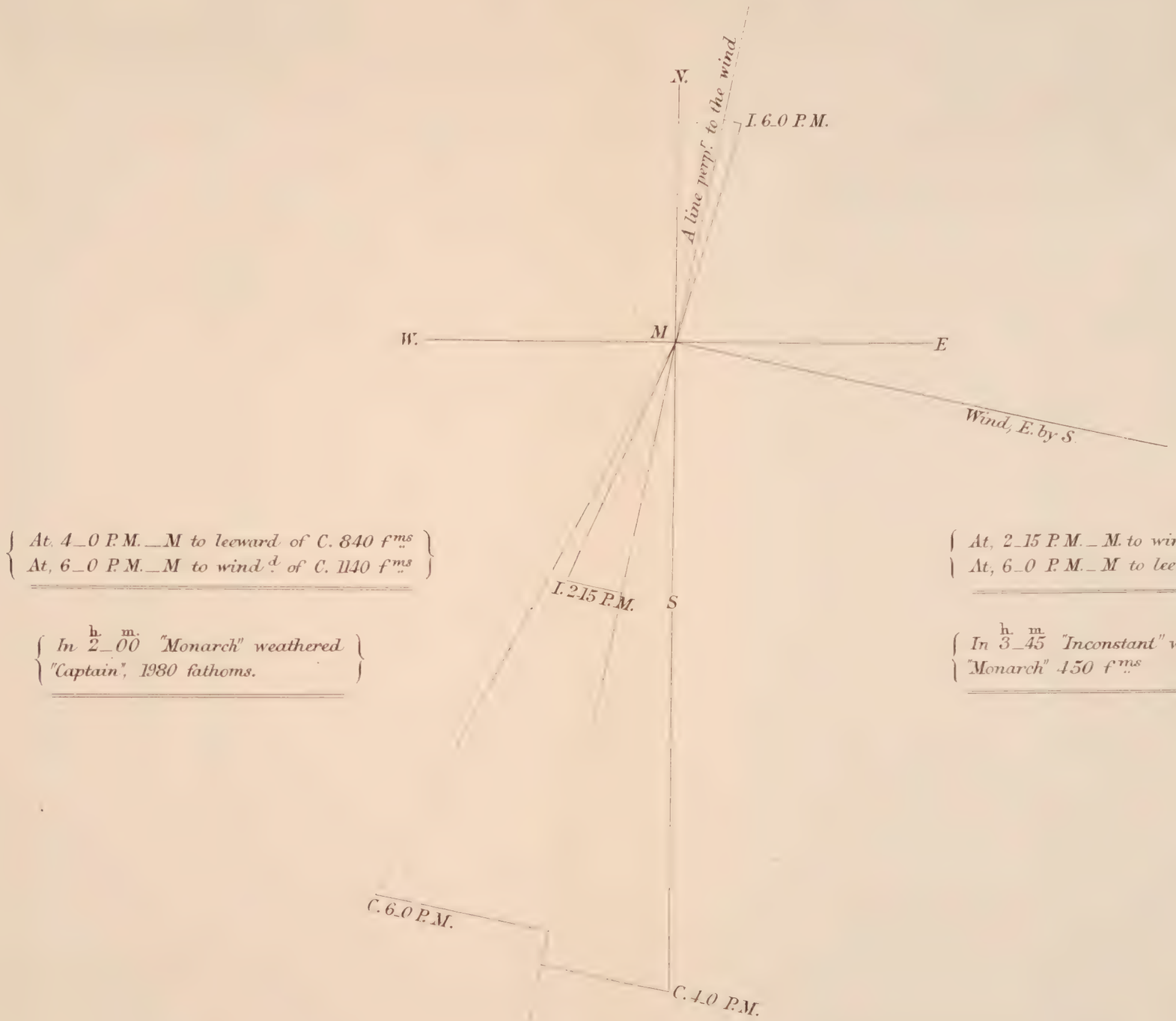
Enclosure No. 3.

TRIAL OF SAILING BETWEEN

"Monarch", "Inconstant" & "Captain"

Beating to Windward.—Wind, E. by S. 6.—Under Topsls, Top Gt. sls. & Courses.

May 25th 1870.



At, 4_0 P.M.—M to leeward of C. 840 fms
At, 6_0 P.M.—M to wind.d of C. 1140 fms

In 2h_00m "Monarch" weathered "Captain", 1980 fathoms.

At, 2_15 P.M.—M. to wind.d of I. 360 fms
At, 6_0 P.M.—M to leeward of I. 90 fms

In 3h_45m "Inconstant" weathered "Monarch" 450 fms

[signature]

Captain

2ND TRIAL.

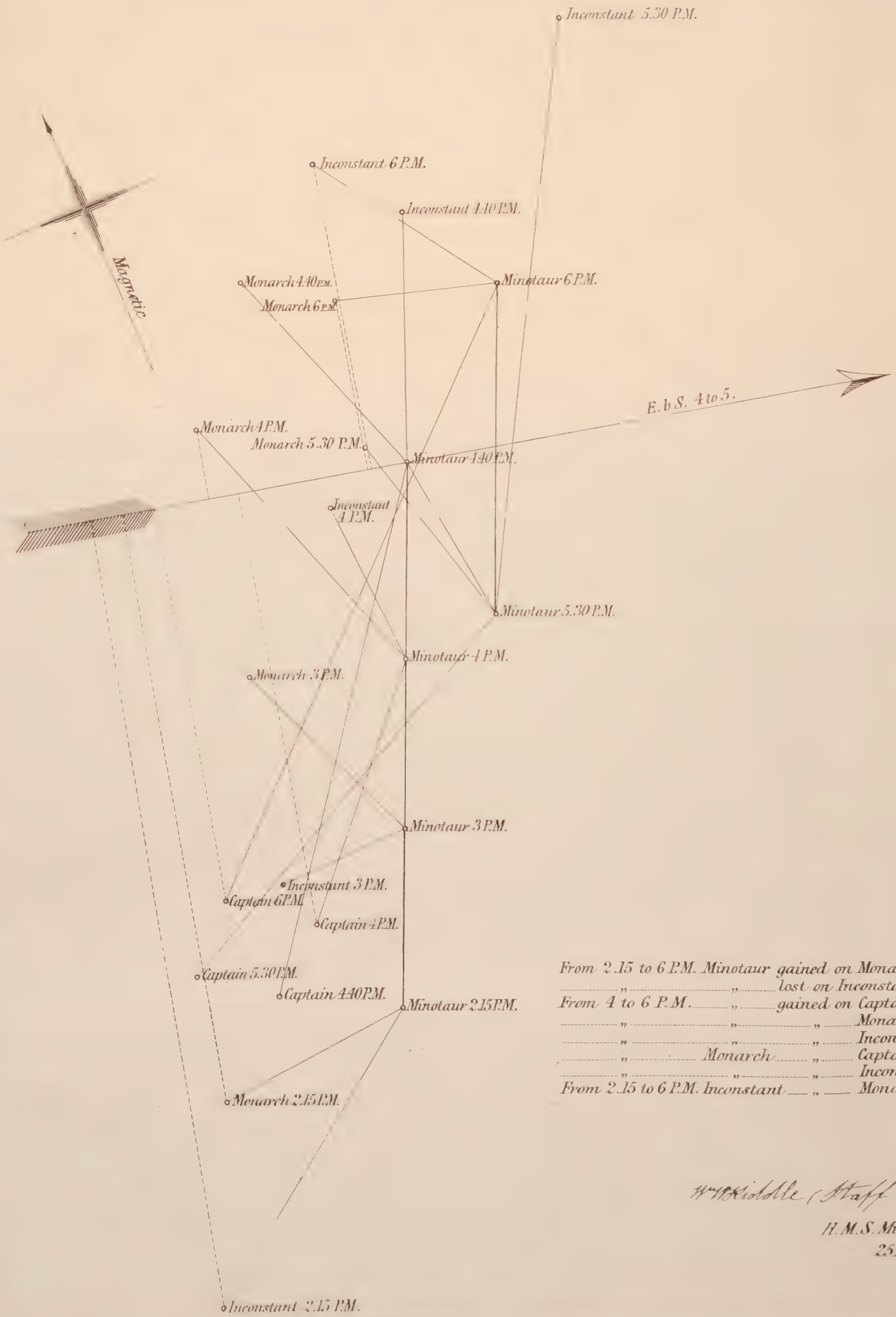
D.

TRIAL OF SAILING ON MAY 25TH 1870.

"Minotaur," (under steam) "Captain", "Monarch" & "Inconstant."

Scale of Miles.

0 1 2 3



From 2.15 to 6 P.M. Minotaur gained on Monarch ..... 480 yds.
" ..... " ..... lost on Inconstant ..... 1177 yds.
From 4 to 6 P.M. ..... " ..... gained on Captain ..... 4248 yds.
" ..... " ..... " ..... Monarch ..... 100 yds.
" ..... " ..... " ..... Inconstant 2247 yds.
" ..... Monarch ..... " ..... Captain ..... 4054 yds.
" ..... " ..... " ..... Inconstant 2277 yds.
From 2.15 to 6 P.M. Inconstant — " — Monarch ..... 700 yds.

Wm Riddle (Staff Commr.)

H.M.S. Minotaur,
25 May, 1870.

0.125. NAVY. (SHIPS MONARCH AND CAPTAIN.)

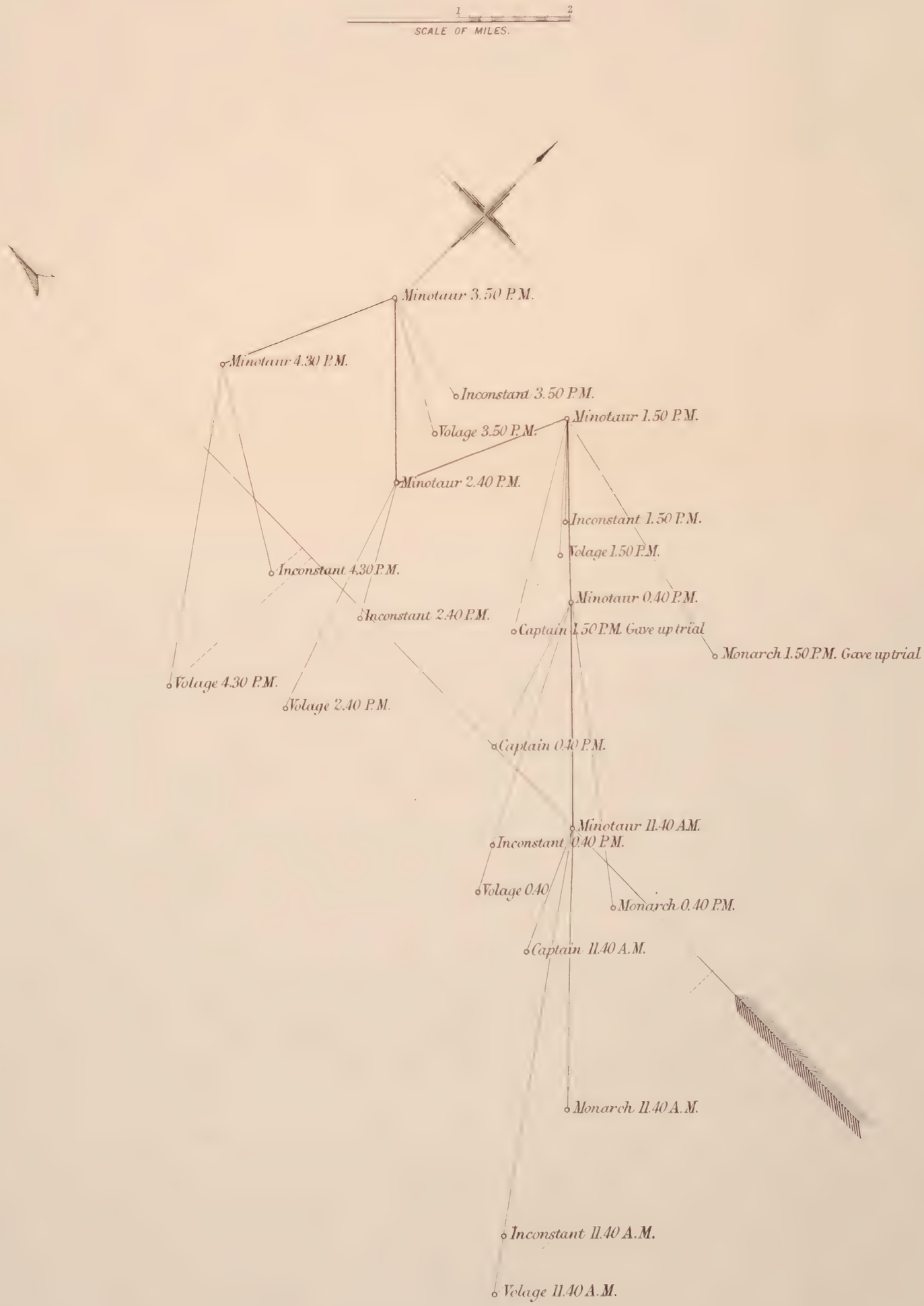
E.

TRIAL OF SAILING ON MAY 31st 1870.

Minotaur under Steam.

From 11.40 A.M. to 4.30 P.M. Volage weathered Inconstant 330 yards.
—— " —— 1.50 —— " —— " —— Monarch 4620 " ——
—— " —— " —— " —— " —— Captain 4450 " ——

Wind West Force 4. A moderate North West Swell.
Ships under all plain sail.



NAVY
(SHIPS "MONARCH" AND "CAPTAIN").

COPY of Reports of the Admiral in Command of the Channel Squadron as to the Trials of the Ships "Monarch" and "Captain" after joining the Fleet in May last; with Reports received from the Captains of the respective Ships made either to the Lords of the Admiralty or the Admiral in Command.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed,*
1 *August* 1870.

[*Price* 2 *s.* 6 *d.*]

402.

Under 8 *oz.*

NAVY (SHIPS "VANGUARD," &c.).

RETURN to an Order of the Honourable the House of Commons, dated 1 August 1870;—*for*,

RETURN "of OFFICIAL TRIALS of HER MAJESTY'S SHIPS 'VANGUARD,' 'INVINCIBLE,' and 'AUDACIOUS,' at the Measured Mile, and on the Six Hours' Run; the Return to State, in Tabular Form, the Name of each Vessel; by whom Designed; Tonnage; Displacement on Trial; Name of Builder; Nominal Horse Power; Name of Engine Maker; Speed at Measured Mile, full power; Indicated Horse Power at full power; Speed at Measured Mile, half power; Indicated Horse Power at half power; Mean Speed on Six Hours' Run; Mean Indicated Horse Power on Six Hours' Run."

RETURN of OFFICIAL TRIALS of HER MAJESTY'S SHIPS "AUDACIOUS," "INVINCIBLE," and "VANGUARD," at the Measured Mile, and on the Six Hours' Run.

Ship's Name.	By whom Designed.	Tonnage.	Displacement on Trial.	Name of Builder.	Nominal Horse Power.	Name of Engine Maker.	Speed at Measured Mile, Full Power.	Indicated Horse Power at Full Power.	Speed at Measured Mile, Half Power.	Indicated Horse Power at Half Power.	Mean Speed on Six Hours' Run.	Mean Indicated Horse Power on Six Hours' Run.	
		Tons.	*Tons.*				*Knots.*		*Knots*		*Knots.*		
Audacious	Controller's Department	3,774	Measured mile, 5,594	Napier & Sons	800	Ravenhill	13·401	4,835	10·091	1,702	12·959	4,296	Measured Mile Trial on 19 May 1870.
			6 hours' run, 5,579										Six Hours' Run on 23 May 1870.
Invincible	Controller's Department	3,774	Measured mile, 5,390	Napier & Sons	800	Napier	13·511	4,562	10·026	2,438	13·181	4,311	Measured Mile Trial on 23 March 1870.
			6 hours' run, 5,418										Six Hours' Run on 26 March 1870.
		–	Measured mile, 5,460	–	–	–	13·755	5,178	10·631	2,199	–	–	Measured Mile Trial on 16 May 1870.
Vanguard	Controller's Department	3,774	Measured mile, 5,563	Laird Brothers	800	Laird	14·944	5,366	12·742	2,752	14·651	4,014·3	Measured Mile Trial on 7 April 1870.
			6 hours' run, 5,528										Six Hours' Run on 9 April 1870.

Note.—The Trials here recorded of the "Audacious" and "Invincible," were merely experimental, and are not the final or complete trials. Alterations are being made by which the ventilation, which is not good, will be improved, and it is expected that more power and greater speed will be developed. The "Vanguard's" Trials were final and complete.

Admiralty,
August 1870.

T. James,
pro Chief Clerk.

NAVY (SHIPS "VANGUARD," &c.).

RETURN of Official Trials of Her Majesty's Ships "Vanguard," "Invincible," and "Audacious," at the Measured Mile, and on the Six Hours' Run; &c.

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed*,
1 *August* 1870.

NAVY (STEAM AND HYDRAULIC STEERING GEAR).

RETURN to an Order of the Honourable The House of Commons, dated 24 March 1870;—*for*,

EXTRACTS "of OFFICIAL REPORTS made to the ADMIRALTY on the Application of STEAM and HYDRAULIC STEERING GEAR for SHIPS of HER MAJESTY'S NAVY during the last Four Years."

Admiralty, 12 May 1870.

THOS. WOLLEY, Chief Clerk.

"MINOTAUR."

REPORTS upon the Hydraulic Steering Apparatus, on the plan of Messrs. Humphrys, Tennant & Co., fitted in Her Majesty's Ship "Minotaur."

REPORT from the Officers of Portsmouth Dockyard, dated 28 July 1866.

IN accordance with your Memorandum of the 11th, on the Controller's Minute of the 10th November last, directing certain experiments to be made, to ascertain the power exerted by the hydraulic steering apparatus, fitted by Messrs. Humphrys to the "Minotaur,"—

We beg to state that, after having obtained a dynamometer for this purpose, and an auxiliary boiler having been fitted on board, as directed, we have now carried out the different experiments as ordered, in concert with Mr. Humphrys, who was present, and we beg to report as follows:—

1. With 25 lbs. steam in the boiler, the pressure per square inch of the water in the ram was found to be 7 cwt., or 784 lbs. per square inch.

2. The force exerted by the hydraulic apparatus upon the end of the ordinary tiller, as shown by the dynamometer, without the ordinary steering tackle, was 6 tons 10 cwt.

3. The friction of the ordinary steering tackle was found to be not more than 3 cwt., to overhaul the rope and turn the steering wheels round; the actual force, therefore, exerted by the hydraulic apparatus on the end of the ordinary tiller, with the ordinary steering tackle rove, would be 6 tons 7 cwt., instead of 6 tons 10 cwt.

4. With 60 men, that is, with 16 men at the steering wheels, and 22 men hauling on one of the relieving tackles, and the other 22 men standing by, ready to haul on the other relieving tackle, to bring the helm over the other way, the force exerted was 4 tons 14 cwt., and with 16 men at the steering wheels, and the whole 44 men hauling on one relieving tackle, on one side, the force exerted was 7 tons 4 cwt.

As this force, however, was obtained by the men lying well on the rope, and surging well together, it was not considered safe to put the hydraulic apparatus on against them, as the steering wheels flew round with great velocity when the full force of the hydraulic apparatus was applied, and the men might have been thrown over the wheel and injured.

"MINOTAUR."

REPORT from Captain *J. G. Goodenough*, dated Portsmouth, 10 January 1868.

I HAVE the honour to acknowledge the receipt of your Memorandum of the 7th January 1868: in reply I have report as follows:—

I do not think that it is fitted, by any means, in the best manner; and my remarks on its use here, must be qualified by this consideration, for I believe that it might be so arranged as to constitute the best mode of steering when under steam.

The engine is sufficiently powerful and the loss of steam is hardly perceptible in the main engine. It is conveniently placed, and has not required any repairs since first used.

Its defect arises entirely from the way in which power is transmitted to the water cylinder, because the manipulation of the helmsman's lever is altogether different from the use of an ordinary tiller, and even the signs and orders given by the officer commanding the ship must be given and interpreted in a different manner from those in general use.

The helmsman's lever works a valve, which, by throwing the water right or left, moves the rudder. When, therefore, the rudder is to be steadied, the lever is not brought amidships, but is put over in the opposite direction to what it was before, until the rudder comes amidships.

Again, if small helm be required, the lever must not be put over a short way, but for a short time, and brought back amidships till the order "steady."

It is absolutely necessary that the orders and signs to the helmsman and his work should be identical where two plans are in use.

If the hydraulic gear were always in use, it would be well enough; but then, the telegraph to the helmsman for night or action, must not be confined to the orders "Starboard" and "Hard a-starboard," but must indicate the number of degrees to which the helm is to be put over.

The power which can be applied would be of immense service in action, if the mode of steering were the same as the ordinary manner, for the helm can be put over at once to 30 degrees, when at full speed, and more gradually afterwards to 40 degrees; whereas, by hand, it can only be moved very gradually to 27 degrees by 18 powerful men.

"NORTHUMBERLAND."

"NORTHUMBERLAND."

REPORTS upon the Steam Steering Apparatus, on the plan of Mr. *J. McFarlane Gray* (known also as Messrs. *Geo. Forrester's*), fitted in Her Majesty's Ship "Northumberland."

REPORT from Captain *R. Dew*, dated 31 December 1868.

STEAM steering engine works satisfactorily, and I am of opinion that it is a fitting essential to all iron-clads.

REPORT from Commander *Richard King*, dated 31 March 1869.

STEAM steering engine used for three hours during the three months, and worked very satisfactorily.

REPORT

"NORTHUMBERLAND."

REPORT from Captain *C. H. May*, dated Plymouth, 14 May 1869.

IN compliance with your Memorandum of the 5th May, desiring me to report upon the general usefulness and merits of Gray's steam steering gear, I beg leave to state—

1st. That the steering gear answers remarkably well, and that the rudder is moved with ease and greater rapidity than could be accomplished with the ordinary wheel and tiller ropes, and therefore the ship is under more complete command; but great caution is required not to move the helm too rapidly from hard to port to hard to starboard, or *vice versâ*, as the tiller ropes are apt to ride on the barrel of the wheel and jam. With due care and attention, everything works satisfactorily.

2nd. The great advantage of the steam steering gear is, when conning the ship from the armour-plated turret, as one man steers the vessel, and he is within a yard of the officer commanding operations, who can see the orders obeyed, and ascertain the position of the helm in a moment. The machinery of the steering machine and wheel ropes being all below water-line, renders them but little liable to injury when in action. I consider, if the steering gear is used with proper caution, that the present large-sized hide tiller ropes are sufficiently strong and trustworthy.

3rd. I have pointed out the great advantage of the steering gear in paragraph 2; but, in my opinion, machinery, whose sole object is economy of labour, is hardly worth the expense of fitting in a ship of war, where men are always available, and when employed at the wheel, useful instruction is also afforded.

REPORT from Captain *C. H. May*, dated 30 June 1869.

STEAM steering engine used eight hours during the three months, and worked in every way satisfactorily.

REPORT from Captain *C. H. May*, dated 31 December 1869.

THE steam steering engine has been used as follows :—

22 October	- - -	7 hours at target practice.
25 October	- - -	Tried, but found defective.

Upon examination, the spindle of valve levers was found to be twisted. This defect has been made good, and the levers secured at their proper distance apart by a stay between them.

8 November	- - -	Tried, and found correct.
10 November	- - -	10 hours at steam evolutions.
16 December	- - -	8 „ „
17 December	- - -	7 „ „

"MONARCH."

"MONARCH."

REPORT upon the Steam Steering Apparatus, on the plan of Mr. *J. McFarlane Gray* (known also as Messrs. *Geo. Forrester's*), fitted in Her Majesty's ship "Monarch," from Captain *J. E. Commerell*, C.B., V.C., dated 22nd April 1870.

THE steam-wheel, with the exception of one occasion, when one of the valves was out of order, has been found to work admirably; one man has had no difficulty in steering the ship.

"ACHILLES."

REPORTS upon the Hydraulic Steering Apparatus, on the plan of Rear-Admiral *E. A. Inglefield*, C.B., fitted in Her Majesty's Ship "Achilles."

REPORT from Captain *W. G. Luard*, C.B., dated Devonport, 23 June 1869.

I HAVE the honour to report that the "Achilles" was taken outside the Breakwater, on the 18th instant, for the trial of Rear Admiral Inglefield's hydraulic steering apparatus, and, after the inventor had satisfied himself that it was in working order, the following experiments were carried out:—

—	Number of Revolutions.	Time occupied putting the Helm down.	Angle of Helm.	Time occupied completing the Circle.	Diameter of Circle.	Set of Three-way Cock.	Remarks.
		′ ″	°	′ ″	*Yards.*	*Knots.*	
1st Trial - -	55	4 9	35 starboard	6 45	675	5	
2nd „ - -	51	2 56	35 port -	7 5	743	10	
3rd „ - -	52	3 35	35 starboard	7 8	709	15	
4th „ - -	40	2 59	35 port -	8 10	732	15	Smooth water, and a moderate breeze off the land. Wheel-ropes disconnected.
5th „ - -	40	2 28	35 starboard	7 37	718	10	
6th „ - -	42	2 23	35 starboard	8 24	773	5	
7th „ - -	30	1 18	35 port -	9 35	662	5	
8th „ - -	30	4 18	35 starboard	11 20	802	10	
9th „ - -	30	3 24	35 port -	10 23	718	15	

This table shows an average of 3′ 3″ for putting the helm over, 35° for angle of helm, 8′ 3″ for completing the circle, and 726 yards for diameter of circle.

The average, with the ordinary wheel-ropes at the previous trial, when making 52 revolutions, was 1′ 17″ for putting the helm over, 24½° for angle of helm, 7′ 10″ for completing the circle, 732 yards for diameter of circle, and, taking the full speed trials on this occasion as nearly similar, the average is 3′ 33″ for putting the helm over, 35° for angle of helm, 6′ 59″ for completing the circle, and 709 yards for diameter of circle.

The diameter of circles and time of completing being so nearly equal, the greater rapidity of putting the helm over by manual labour about compensates for the greater angle of rudder obtained by this apparatus at high speeds, leaving the advantage clearly with the old wheel-ropes over this apparatus *as at present fitted.*

After these trials the ship was steered with this apparatus on various courses, without any difficulty, and with considerable accuracy. The lower wheel was also used in the same way, communication being kept up from the bridge by voice pipes.

The trials lasted altogether about four hours, and during the whole period the pumping engine appeared to work very steadily, having made 195 strokes, and thereby admitted 240 tons of water into the ship. Nothing was observed to call forth any doubt as to the action of the pumping engine, and the water admitted was easily kept under by the bilge pumps. When the regulating slide for directing the water into the hydraulic recess was opened, the pressure indicated by the gauge generally rose gradually to 150 lbs., and afterwards rapidly increased to 520 lbs.

The

"ACHILLES."

The chief points of advantage shown by this apparatus were these :—

1st. Sufficient motive power always available.

2nd. The steadiness with which the power applied overcomes the resistance of the rudder at the highest rate of speed, especially when the helm is nearly hard over.

3rd. The security with which the rudder is held at any desired point.

4th. The readiness with which the rudder is freed, after being hard over, and thereby allowed to right itself rapidly when going at speed.

5th, The ease with which the power is applied, one man being able to use it under any circumstances.

6th. The facility with which the tiller is connected with, or disconnected from, the hydraulic racers.

The defects of the apparatus at present appear to be,—

1st. Want of rapidity in action. A certain limit of time for the process of putting the helm hard over from amidships should be made an indispensable requisite, and I consider this limit should be fixed at not more than 45 seconds, and not less than 30 seconds.

2nd. The egress of the water from the pumping engine to the bilge is not sufficiently free, and apparently obstructs the working of the pump.

3rd. The complication caused by the adoption of the three-way cock does not appear to offer any adequate advantages ; whilst it impedes the free action of the water, and multiplies pipes and joints unnecessarily.

4th. The quantity of water admitted into the ship, although not inconveniently felt whilst the engines are at work, would render it necessary to provide special pumping arrangements when under sail only.

REPORT from Captain *M. S. Nolloth*, dated Portland, 21 July 1869.

I HAVE the honour to make the following report concerning the hydraulic steering apparatus of Rear Admiral Inglefield.

On the 16th instant, having received on board the Rear Admiral and his employés, the " Achilles " left Plymouth Sound, and at noon and about three miles from Start Point, the tiller-ropes were unrove from the tiller, and the hydraulic apparatus connected.

I wished the same evolutions to be performed as those recently made under the superintendence of Captain Luard of the Steam Reserve, Plymouth, before certain slide alterations had been effected ; and as this was the Rear Admiral's wish, the ship was repeatedly moved in circles to port and starboard alternately (the helm being hard over), in order to expel the air from the water tubes, which appeared to cushion, and cause irregular motion, and to prevent immediate action of the wheel's motion on the tiller.

The above operations occupied about three hours, at the end of which the air was presumed to be exhausted, as far as practicable, under existing arrangements. Three circles to starboard and port alternately were then made with the three-way cock, set to 15 knots, with the following average results :—

Number of Revolutions.	Time occupied in putting the Helm down.	Angle of Helm.	Time occupied in completing the Circle.	Diameter of Circle.	REMARKS.
	M. S.	°	M. S.	*Feet.*	
49	2 45	35	7 3	7,600 (about).	Calm ; sea perfectly smooth.

"ACHILLES."

The indicator was found not to correctly denote the movement of the rudder, and the time was latterly taken directly from the shipped spare tiller.

With reference to the measurement of the circles performed by the ship with the helm hard over, I do not think that in so short a distance a patent log (even if known to be, itself, without error) can give a sufficiently accurate result.

After the above slight operations, the helm being hard a-starboard, the wheel was moved to put the helm hard a-port, but the ship's head continued to move to port. It was discovered that the tiller was fixed hard a-starboard by the carrying away of the guides of the plungers for keeping the driving pin in proper position for coupling; they having been too weak to withstand the vast pressure when the helm was hard over.

We then ceased steaming, and two hours and twenty minutes were occupied in releasing the tiller, which during that time remained inextricably fixed hard a-starboard; the ship being, of course, completely *hors de combat* all that time.

REPORT from Captain *M. S. Nolloth*, dated Portland, 24 November 1869.

I HAVE the honour to inform you that Her Majesty's ship "Achilles," under my command, left Portland on Monday, the 22nd instant, with Rear Admiral Inglefield, C.B., and his employés, and has returned this evening, after having performed various experiments; of which the following is briefly the result:—

1. Upon one occasion, on going at full speed, the helm was, in my presence, put hard a-port, 35° from amidships, in 35 seconds, and the helm went through the first 20° in 10 seconds; a great advantage with reference to quickness of small helm.

2. On all other occasions, also, a quick small helm was given, but the time occupied in putting the tiller hard over to 35°, was considerably longer than that above stated, although the angle of 24½°, the extreme angle obtainable by means of the ordinary wheel and eight men, was reached more quickly than is practicable by the latter method.

3. Admiral Inglefield has at once commenced to make, at his own expense, a slight alteration, which he and his engineer believe will ensure the above stated speed of helm (paragraph 1) at all times.

4. With the hydraulic apparatus connected, the "Achilles" was steered in and out of port (without any appreciable addition of labour to the men at the ordinary wheel), so that when expedient to steer generally by the ordinary method, not only would there be at all times an efficient substitute in the event of accident, but at any critical moment one man at the apparatus wheel could help the steerage, or hold the rudder under complete command; the reduction of pressure which has been recently made from nearly 600 lbs. to a maximum of 300 lbs. having quite overcome the objection detailed in my last report, owing to leakage, when the engine was unemployed. On the other hand, the apparatus can be efficiently used when the wheel-ropes are rove, although there is then a moderate additional load upon the former, which, considering the power available, is of little or no significance.

REPORT from Captain *M. S. Nolloth*, dated Portland, 27 November 1869.

I HAVE the honour to inform you that the weather being favourable, with the symptoms of an approaching gale, which has now set in, Rear Admiral Inglefield's engineer being on board, and the alterations alluded to in my letter of the 24th instant having been completed, I took the "Achilles" outside, this day,

day, for another trial of the Admiral's steering apparatus, and with the following result:— "ACHILLES."

Performance of Rear Admiral Inglefield's Steering Apparatus.

(Ropes of ordinary Wheel unrove.)

Revolutions.	Helm.		Circle Completed in		Remarks.
	Hard a-Port, 33½° in	Hard-a-Starboard, 33½° in	Helm Hard a-Port, 33½°.	Helm Hard a-Starboard, 33½°.	
	M. S.	M. S.	M. S.	M. S.	
44 to 50	Helm put over from amidships. 0 27	Helm put over when carrying 8° port helm. 1 10	7 12	6 57	The more than proportionate time required to put the helm hard a-starboard from 8° a-port is accounted for by the fact of a greater proportion of the whole angle (33½° + 8° = 41½°) being performed during the latter and slower action of the apparatus. Without accumulator, the motion would be equable throughout.
40	0 38	1 2	7 18	8 0	
30	0 33	Helm put over from amidships. 0 37	9 5	9 56	

In all cases, the helm went over to about 25° in 10 seconds, the maximum angle obtained by the ordinary wheel being, according to Captain Luard's Report (18th June 1869), 24½° in 1 minute 17 seconds, with 52 revolutions.

When the apparatus is connected, the ship can be steered by it, or by the ordinary wheel, without any considerable extra strain being thrown by one on the other.

The chief engineer of the "Achilles" informs me that the working of the machinery of the apparatus was quite satisfactory, and that the leakage of the water-engine, mentioned in my last Report, had ceased.

REPORT from Captain *M. S. Nolloth*, dated 31 December 1869.

REAR Admiral Inglefield's Patent Hydrostatic Steering Apparatus, fitted on board, has been tried, and worked satisfactorily.

NAVY (STEAM AND HYDRAULIC STEERING GEAR).

EXTRACTS of Official Reports made to the Admiralty on the Application of Steam and Hydraulic Steering Gear for Ships of Her Majesty's Navy during the last Four Years.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed,*
16 *May* 1870.

235.

Under 1 *oz.*

RAIL. DEPT.

REPORT

ON THE

MARITIME CANAL

CONNECTING THE

MEDITERRANEAN AT PORT SAID,

WITH THE

RED SEA AT SUEZ.

BY

CAPTAIN RICHARDS, R.N., F.R.S.,
HYDROGRAPHER OF THE ADMIRALTY,

AND

LIEUT.-COLONEL CLARKE, C.B., R.E.,
DIRECTOR OF ENGINEERING AND ARCHITECTURAL WORKS, ADMIRALTY.

Presented to both Houses of Parliament by Command of Her Majesty,
1870.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1870.

[C. 92.] *Price* 8*s.*

ADMIRALTY
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REPORT.

In accordance with instructions from the Lords Commissioners of the Admiralty, contained in a letter from their Secretary, dated the 30th December 1869, directing us "to proceed to Egypt, and to obtain on the spot the fullest information in our power as "to the present condition of the Suez Canal and the works proposed to be carried out in "connexion with it, and to report to what extent the Canal may be expected to be avail-"able for the purposes of Her Majesty's Naval Service, including the Transport Service, "to and from the East," we have now the honour to make the following report :—

1. Leaving London on the 13th of January, we proceeded through France to Marseilles, thence to Spezzia and Brindisi, at each of which places we remained a short time to inspect the engineering and naval works in progress, and reached Alexandria on the 28th of January, where H. M.'s surveying vessel "Newport," Capt. Nares, was waiting to convey us to Port Said.

2. Sailing from Alexandria at noon of the 29th, Port Said was reached early on the morning of the 30th; on the passage were passed the three iron pile lighthouses on the Rosetta mouth, Brulos Point, and Damietta entrance of the Nile, which are all but complete, and when lighted will prove most useful guides to vessels passing along this low and shallow coast, where the currents are uncertain, and after westerly winds sometimes attain a velocity of 2 miles an hour, with an indraught setting strongly into the bights: on this account vessels will do well not to approach the shore nearer than 7 or 8 miles. The high light of Port Said, which stands at the inner end of the western breakwater, was seen at a distance of 25 miles; and bringing it on a bearing, S.W. $\frac{1}{2}$ W., we steered in on that course, passing the end of the western breakwater, within $\frac{1}{4}$ of a mile, in 5 fathoms of water, and then between the buoys which mark the channel, into the inner basin, carrying 25, 26, and 27 feet of water, occasionally 28 feet, where the vessel was secured to the mooring buoy of the "Messageries Impériales."

3. No time was lost in communicating with the English vice-consul, who introduced us to the Egyptian governor, and to the officials of the Canal Company, viz., M. Pointel, captain in the French Imperial Navy, chief of the transit and navigation departments at Port Said, and M. Blondel, at present the resident chief engineer for the whole of the Canal works. From these gentlemen we received the most ready offers of assistance, and a promise that the whole of the drawings and other documents in their possession should be placed at our disposal.

4. During the day a cursory examination of the beach line to the westward of the Port, and of the Port itself, was made; from which it was decided that it would be desirable to make a more detailed survey of it than already existed. It was arranged accordingly to leave behind a party from the "Newport," for this purpose, while we proceeded with the examination of the Canal.

5. The plan which appeared most advisable to adopt, with the view of carrying out our instructions to the greatest advantage in the time at our disposal, was as follows :— To proceed, in the first instance, through the Canal to Ismailia; there communicate with M. Guichard, the chief administrator of the company, in the absence of M. de Lesseps; thence on to the southern end of the Canal at Suez; and after inspecting the Government and the company's works there, to return over the same ground to Port Said, finish the survey, and make a further examination of that locality; and, finally, to complete our operations at Ismailia by examining Lake Timsah. By these means we should have the opportunity of dropping parties to observe the tides at different points, and of making the fullest investigation in our power of the Canal itself, probably under varying conditions.

6. On the morning of the 31st we were joined by M. Le Baron La Tour, an officer of the Company, whom M. Guichard obligingly attached to us during the whole of our stay; and the intelligence and perfect local knowledge possessed by this gentleman proved of the greatest service to us throughout. Leaving Port Said on the same morning, we proceeded to carry out the arrangements, as above explained, and, having completed them, finally quitted Ismailia on the 8th February, for Cairo, by rail. The "Newport" returned the same day to Port Said, where, assisted by the "Prompt" transport tender, she remained sounding the Port and its approaches, and making sections of the former, until 11th February, when she left for Malta.

7. It will be seen, then, that twelve days were occupied on the Canal and at Port Said, and during this time every opportunity was taken advantage of to gain the fullest information on the subjects pointed out in our instructions, both by ourselves and the surveying officers of the "Newport." In these instructions there are three principal points to which attention is drawn, viz. :—

The present condition of the Canal;

The works proposed to be carried out in connexion with it; and

The extent to which it may be expected to be available for Her Majesty's Naval Service.

8. Before entering into a detailed description of the present state of the Canal, or of the means which were resorted to in order to gain a correct knowledge of its condition, it seems desirable to note briefly the extent and character of the work, as determined on by its designers and constructors, and it will be then more readily seen to what extent these conditions have been fulfilled.

9. The whole length of the Canal from the high lighthouse at Port Said to its junction with the Red Sea at Suez may be stated, as nearly as possible, at 88 geographical miles; of this distance 66 miles are actual Canal, and 22 miles of the navigation runs through the three lakes, viz., Timsah, and the great and small Bitter Lakes; excavations had to be carried out, however, throughout the whole length of Lake Timsah; of the small Bitter Lake, and a portion of the great Lake, leaving a distance only of 8 miles in the latter, where the natural depth exceeded that of the Canal, and where, consequently, none were necessary.

10. The width of the Canal at the surface, throughout the greater part of its length, was finally decided to extend to 325 English feet, having a floor 72 feet wide in the centre, with a depth of 26 feet, sloping up 2 to 1 till within 5 feet of the water surface, where the section is for 50 to 60 feet, either level or with horizontal benches, ending in slopes of 5 to 1. At three places, however, where its course runs through high ground, and where the labour of removing the soil would have been attended with very great expense, and occupied a considerable time, the width has been reduced to 195 feet, with slopes of 2 to 1; these three spots occur in the neighbourhood of El Guisr, Sérapéum, and Chalouf, and are respectively 8, $5\frac{1}{2}$, and 4 miles in length, making in the whole about 18 miles of narrow cutting. It will thus be seen that the Canal was generally to have a water-way 26 feet deep for a width of 72 feet, 20 feet deep for 95 feet, and 15 feet for a width of 112 feet.

11. In order to test to what extent these intentions had been carried out, it was necessary to make accurate sections of the Canal throughout its length, and 52 of such sections were made accordingly, exclusive of eight which were subsequently taken across Port Said. The results proved that on the whole, with a few exceptions to be noticed presently, the work had been fairly completed according to the original, or, rather, the modified design; and though it is not to be doubted that the opening was probably in some degree premature, and that though much remains to be done to improve and facilitate the transit, especially for large ships, yet it is at the present moment undeniably a navigable Canal for vessels of considerable draught and tonnage, and its success has probably far exceeded the most sanguine expectations of its warmest supporters. It must not be understood that there is the exact depth and breadth uniformly throughout the Canal which it was the intention of the engineers there should be; the deepest water, for instance, as shown by our sections, is not always precisely in the centre, nor is there always the exact width which was laid down; occasionally it is less, in some cases even greater; but the depth does not differ more than was to be expected under the circumstances, or so much as materially to affect its practical value, with the exception of the cases now to be noticed, and which are in course of being remedied.

12. The first of these faults, and where a dredger was at work removing it, occurs at section 19 (*see* chart and sections), 33 miles from Port Said, between Kantara and El Guisr; here the greatest depth is 22 feet, but only for a width of 30 feet; and for a width of 80 feet, a depth of 20 feet only can be commanded; this occurs at Lake Ballah, where there is no eastern embankment to the Canal above water.

13. The second bad place occurs at section 27, $44\frac{3}{4}$ miles from Port Said, just where the Canal proper commences, at the south end of Lake Timsah; here also 22 feet is the greatest depth, and that only at one spot; 20 feet can be carried for a width of 55 feet, and 18 feet for a width of 72 feet. A dredge was also at work deepening this spot.

14. The Sérapéum rocky section forms, or rather did form, the next and greatest difficulty. The thin strata of gypsum, which extends more or less along this section, at

a depth of 17 feet below the water line, suddenly increased for a length of about 80 yards, from a few inches to a thickness of 7 feet, and which, lying between two trial borings, was unfortunately not detected till after the water had been let in, and close on to the time fixed for the completion of the works. When discovered, there was scarcely 17 feet of water over it, but at the time of our examination it had been almost removed by blasting and dredging; three dredges were at work, and we witnessed huge blocks of the stone being brought up by the buckets, to the no small damage of the latter, which were split and broken through the tearing away of the rock by the powerful steam machinery. The efforts indeed which were being made to remove this difficulty were very great, regardless of every obstacle; and some sections with which the engineer was good enough to supply us, confirmed by some eight we made ourselves, left no doubt that they had all but been overcome; and we have every reason to conclude that, since our visit this part of the Canal, as far as depth is concerned, has been made equal, if not superior to any other.

15. At the distance of a mile south of the Sérapéum operations, or 51½ miles from Port Said, at section 35, there is another shallow place, where 22 feet is the greatest depth for a width of 50 feet; for a width of nearly 70 feet, not more than 20 feet can be carried; and for a width of 80 feet there is no more than 18 feet; this obstacle was to be removed by the dredges immediately.

16. The last weak place to be noticed is at section 47, within three miles of the Suez entrance of the Canal, and here not more than 23 feet was found, and for a width of 50 feet no greater depth than 22 feet; this, however, was at low water, and it is to be borne in mind that at this end of the canal a rise and fall of the tide may be depended upon to the extent of from 4 to 6 feet. A dredge was at work improving this part, which at present is probably the most imperfect portion of the Canal.

17. Independently of the weak points which have now been described, some of which have been already remedied, and all of which it may fairly be expected will be so, within three or four months from the time of our visit—early in February—the next difficulties are the curves, five in number, in passing most of which great care and attention will be necessary in piloting a long vessel. The first occurs immediately after entering the Canal from Port Said, but it is so moderate that there is little difficulty in passing it. Two others occur between Kantara and El Guisr; the latter, just before entering Lake Timsah from the north, is the sharpest in the Canal, and is in course of being widened. The fourth is also rather a sharp turn, and is near the south end of the Little Bitter Lake. The fifth and last is within two miles of Suez. Otherwise, the channel is straight; and, with the exception of about 2 miles on the eastern side of the Canal at the south end of Lake Ballah, nearly the same distance on its western side at the southern extreme of Lake Timsah, as well as throughout the whole extent of the three Lakes, there is a solid dry embankment, varying in height from about 5 to 10 feet in the flat part to 50 or 60 in the higher portions.

18. Throughout Lake Timsah, and from where the embankment terminates at the north end of the Great Bitter Lake to the lighthouse at the north end of the lake, a distance of about 1½ miles, also from the lighthouse at the south end of the lake, throughout the length of the Little Bitter Lake, to where the embanked Canal again commences, the deep channel is marked by conspicuous iron beacons on either side; these beacons are 250 feet apart, and the deep water channel between them is the same in width as in the rest of the Canal; but in practice it is found more difficult to keep in the centre while passing through these beacons than it is when between the embankments.

19. The iron pile lighthouses at the north and south ends of the Great Bitter Lake are 8 miles apart, and visible the one from the other. In the space intervening the water is two or three feet deeper than in the Canal; and ships are not therefore obliged to follow any direct course through the lake, but may proceed or anchor as convenient.

20. At every 5 or 6 miles between Port Said and Lake Timsah—the whole distance being 42 miles—there is a *gare* or siding to allow large vessels to bring up in either for the purpose of passing each other, or to moor for the night. These *gares*, which are temporarily marked by posts driven into the banks, are merely extensions of the width of the floor of the Canal under water, and are not sufficiently capacious, but they will, it is stated, be enlarged. That at Kantara, 24 miles from Port Said, is exceptionally large, and can accommodate three large vessels.

21. The pilots are of course well acquainted with the positions of these sidings. There is, or is to be, a telegraph station established at each of them, with a competent nautical official, who is to regulate the movements of passing vessels, according to direc-

tions which will be communicated by telegram from Port Said, Ismailia, or Suez. Telegraph wires are established throughout the length of the Canal.

22. The best stopping places for ships after nightfall, and during sand drifts, or high winds, when the passage of the Canal would be attended with risk of grounding, are the Kantara *gare*, Lake Timsah, and the Great Bitter Lake, which are respectively 24 miles, 42 miles, and 56 miles from Port Said. Lake Timsah at present has not more than 21 and 22 feet of water; and with a long ship some difficulty is experienced in entering the channel of the Canal from the lake. A sufficient portion of the lake is to be improved to render it a convenient stopping place.

23. Such, then, is the present state of the Canal. The second clause of our instructions, respecting the works proposed to be carried out in connexion with it, is now to be considered.

24. From M. Guichard, the chief authority on the spot, we learnt that when the Company took over the works from the contractors they were quite aware of the weak points detected by us in our examination, and decided on completing the undertaking themselves, for which purpose, and also to maintain the Canal in a navigable condition, eight powerful dredges, and a proportionate quantity of mud-hoppers and other plant, have been permanently retained.

25. It was intended to proceed immediately with the improvement of those points to which we have alluded as faulty, by reducing the sharpness of the curve at El Guisr, widening it and the other three "curves of danger" to 130 feet at the floor of the Canal, and making the channel from the entrance of Port Said to the inner basin 30 feet deep, as well as increasing its width. In effecting the improvement of the curves, it is computed that about 451,000 cubic yards of excavation will have to be made, and a further removal of 1,100,000, it is said, would go far to perfecting the Canal; but the latter, being regarded by the Company as unnecessary for the actual requirements of navigation, is not likely to be undertaken at present.

26. It is also intended to mark the banks of the Canal by conspicuous beacons at every mile, instead of by the temporary kilometre marks which now exist only between Port Said and Lake Timsah. At every cable's length, or tenth of a mile, substantial pillars or bollards, for securing ships and heaving them off, are to be embedded in the banks on both sides; and the limit of 16 feet depth of water is to be marked on either side by buoys at a distance of a fifth of a mile from each other, or 400 yards apart; these buoys to be moored with a chain and sinker, and further secured by a second chain to the pillars on shore. We were assured that these pillars and buoys were being prepared at Trieste, and within four or five months would be in their places; if so, the advantages and convenience to passing vessels will be considerably increased, for the great drawback at present is the want of appliances for heaving a vessel off of the ground, or of making her fast should it be necessary to stop.

27. It is expected that the whole of the improvements above mentioned will be completed by the close of the present year, the more especially as we have been informed by M. Lesseps himself, subsequently to our visit, that there is not to be any delay in commencing them.

28. Having thus described the Canal proper, there remains to be noticed the Mediterranean entrance at Port Said, to which the greatest importance has been attached by all the authorities who have considered the whole question; and, indeed, on no point has there been entertained a more general diversity of opinion than on the practicability of maintaining this artificial harbour.

29. The greatest difficulty anticipated by those who were well qualified to form an opinion was, that the large quantity of deposit constantly being carried eastward from the Nile would rapidly pile up against any artificial barrier that might be constructed, and form a shoal across the entrance of the Canal, through which it would not be practicable to keep a ship channel open: and on the correctness or otherwise of these views of course depended the success of the undertaking. M. Lesseps, however, boldly confronted the difficulty, and his decision has been justified by the event. That the operations of nature have in some degree—indeed, to some considerable extent—produced the result anticipated, is not to be denied, as will be evident from an inspection of the plan of Port Said which accompanies this report; but it is quite manifest, from the rate at which the accumulation of sand is taking place, as shown by the periodical observations of the French engineers, and by our own examination, that any practical inconvenience to navigation from this cause may be considered as remote; but if at any future time it should arise, the remedy is sure and simple, *viz.*, an extension of the breakwater.

30. Port Said, though affording sufficiently good anchorage for small vessels, cannot be considered a harbour, either in respect of extent or depth, for vessels of large tonnage and great draught of water. It is formed by two rough, narrow, and low breakwaters, of unfinished appearance, enclosing an area of some 450 acres, with an average depth of only 13 or 14 feet of water, except in the ship channel leading to the inner basins, where the depth is from 25 to 28 feet.

31. The western breakwater, which extends for 6,940 feet at right angles to the shore, and is slightly curved to the eastward towards its extremity, was commenced in 1860, and carried out about 1,300 feet; beyond which point, and at a short distance from it, was deposited a heap of stones that was surrounded by iron piles, and from its detached position was called "The Island." The work was then left untouched till 1866, when the breakwater was joined to the Island, and it was continued to its present length, and finished in 1868. From the mainland to the Island the breakwater is formed, on its inner side, of a bank of rubble stones, surmounted by a promenade, over which the spray breaks with a very moderate N.W. wind, and on the outer or sea front of concrete blocks, but beyond the Island to its termination it is entirely constructed of large blocks of artificial stone, composed of one part of French hydraulic lime with two parts of sand, and some of which were transferred to it from the eastern breakwater. This latter, which is also constructed of large masses of concrete, is of more recent construction; it extends about 6,020 feet, and converges towards the western breakwater.

32. Both structures are deficient in width, and from the rough way in which the blocks are deposited some amount of silt finds its way through the interstices, while from their slight elevation, the sea, during fresh N.W. winds, washes over them, bringing with it a certain quantity of sand.

33. It is said, and probably with truth, that it is only during strong winds that the silting up occurs through either cause, to any extent. That the current does not always run to the eastward, but after easterly winds in the contrary direction, is evident; and at the inner part of the eastern breakwater, where some of the blocks were removed for the purpose of completing the outer portions, thereby leaving a breach, the effect of an easterly current or an easterly wind is plainly to be seen in the sand accumulated.

34. From an examination of the French plans, and by our own measurements, the shore has extended seaward along the outside of the western breakwater since 1860, or in ten years, 1,220 feet. The action of the current has thus reclaimed in that period, in an angular form, an area of about 45 acres. An inspection of the French diagrams shows that this process of silting has not been uniformly progressive; during some periods, indeed, it has been stationary. The area included within a line drawn from the eastern end of the breakwater to the tangent of the beach line, about three miles to the westward, is 1,400 acres, and from this some idea may be formed as to the remoteness of the time when any practical inconvenience to the harbour will result through the process of silting.

Two proposals have been made for obviating the influx of sand through the western breakwater into the ship channel; one being to cut parallel with the breakwater a small trench, into which the sand would fall as it came through; the other to dredge the channel so as to keep it always at 9 metres or $28\frac{1}{2}$ feet in depth, and this it is considered could be accomplished by the employment of a dredger for 30 days in every year.

35. It will thus be seen that while there need be no apprehension of difficulty in keeping open the ship channel by either of these methods, or by the improvement of the breakwaters—which, however, appear to answer the purpose for which they were designed, viz., to afford shelter to the inner basins and Canal—there is no obstacle to the formation of a deep water harbour in the Avant port, which may be dredged to any depth; but it is doubtful whether such increased depth would be an advantage, as the shoal water protects the inner basins from the sea.

At present a deep channel only, which, as before observed, is to be widened and deepened to 29 or 30 feet, has been opened for the passage of ships; it is not sufficiently buoyed for vessels entering without the aid of a pilot, but will be improved in this respect.

36. South-west gales are the heaviest on this coast, but being off shore they produce no sea. N.N.W. and N.W. are the prevailing winter winds, but they are not often heavy, and the breakwater affords protection from them. The summer winds are N.E., which is right into the Port, and though they seldom blow with great strength, yet they generally send in sufficient sea to prevent dredging operations. November is said to be the quietest month, and it is calculated that the dredging already alluded to will always

more than suffice to ensure the necessary depth in the channel of Port Said. During our stay in February a strong N.E. wind set in on one of the mornings on which we went out in the steam tender to examine the entrance. It is probable that a vessel drawing 23 feet of water would on this occasion have touched the mud with her keel; this breeze was, however, but of a few hours' duration, and the same strength of wind would probably have prevented a vessel of similar draught from entering the harbour of Alexandria.

From this and subsequent examinations it appears quite certain that no shoals have been formed, and no decrease has taken place in the depth of the water near the pier ends since the completion of the breakwaters.

37. It may be well to mention here that the shoal on which two of our iron-clad ships grounded, on the occasion of the opening of the Canal, was entirely caused by the deposit of the soil dredged from Port Said; it is shown on the chart, and the marks for clearing it sufficiently described in the nautical directions.

38. There is a small light exhibited on each of the pier ends. Port Said lighthouse itself stands at the inner entrance of the western breakwater. It is a grey-coloured octagonal-shaped tower, constructed of concrete, 180 feet high, exhibiting an electric light visible at a distance of 25 miles, and it forms a noble beacon by day or night.

39. The inner basins are spacious, occupying an area of 137 acres, with a depth of 27 feet; they can be dredged at all times without difficulty, and are capable of indefinite extension either on the western or eastern sides, especially on the latter, where they would be even more sheltered than the present western basins.

40. The port of entry at the Suez terminus is easy of access. A breakwater protects the Canal entrance from southerly winds, and a basin is in progress of construction by the Company. The Egyptian Government works at Suez are likewise extensive. They consist of a dry dock, 416 feet long, with a width of entrance of 78 feet, and a depth over the sill of 22 feet. The "Forte," one of our largest frigates, and the "Jumna," one of the large Indian transports, have lately been docked there. There are also two capacious basins, a naval and a commercial one. The former is nearly finished, and admits the largest ships of the Peninsular and Oriental Company to lie alongside, with a draught of 21 feet 6 inches; a single dredge in a few days would render it available for the Indian transports. The Commercial Basin is in a less complete state, but will probably be finished in the course of 12 months, when nothing will be left to be desired in respect of basin and dock accommodation at this place.

41. There is steam communication between Port Said and Ismailia daily, and railway from the latter to Suez. Leaving Port Said at 7 a.m., Suez is reached between 6 and 8 p.m. There is also a direct line of rail between Ismailia and Cairo, and the journey occupies about six hours; punctuality, however, is not to be depended upon. At the town of Zagazig, where the cultivated part of the desert may be said to commence, 40 miles west from Ismailia, and about the same distance north of Cairo, is the Alexandria Junction of the line.

42. The fresh-water Canal between the Nile at Cairo and Ismailia was completed in 1862, and connected with the Maritime Canal by means of two locks at Ismailia, and a short junction to the north end of Lake Timsah. About three miles before reaching Ismailia an arm of this fresh-water Canal branches off and follows nearly the line of rail and maritime Canal to Suez. Since the completion of this great work there has been an easy and abundant supply of fresh water throughout the length of the Canal, which was formerly only scantily supplied by the constant labour of about 1,000 camels. The northern portion of the Canal, between Ismailia and Port Said, and the town of Said itself are supplied from Ismailia, the water being forced by steam machinery through a double row of pipes along the banks of the Canal. The depth of the fresh-water Canal is about four feet, and it has been once emptied and cleaned out during the eight years it has been in existence.

43. The general questions now to be considered are those regarding the permanence of the Canal works, and the comparative advantages which it will confer on navigation.

44. Most of the physical difficulties which it was anticipated would operate prejudicially on the Canal, if not altogether bar it as a navigable channel, have certainly proved to have been fallacious. The difference of level of the two seas, so far as it has had any effect in producing a current one way or the other, is inappreciable. The tidal observations which we were able to make were necessarily somewhat imperfect from want of time, but they were made at that period of the moon's age when their effect would be greatest. The results show that in the southern portion of the Canal between Suez and Great Bitter Lake, the tidal influence from the Red Sea is felt, there being a

regular flow and ebb, the flood running in for about seven hours, and ebb running out for five hours. At the Suez entrance the rise at springs, unless affected by strong winds, is between five and six feet; about half way from Suez to the Small Bitter Lake, a distance of six miles, it is under two feet; at the south end of the Small Bitter Lake, a few inches only; while at the south end of the Great Lake there is scarcely any perceptible tidal influence. We were informed by the authorities at Ismailia that since the Great Lake has been filled, the level of Lake Timsah, which was filled from the Mediterranean in April 1867, has risen 12 centimetres, or about four inches, and that its waters are continually running at a slow rate into the Mediterranean. Certainly this statement agreed with what we ourselves remarked, for we always found a current running northward from Lake Timsah at the rate of from half a mile to a mile an hour. Limited, however, as these tidal observations were, they were taken with great care, and appear sufficient to show that, except at the Suez end, the tides will not materially affect the passage of vessels. At that end, therefore, large vessels must regulate their time of passing. Indeed, the greatest difficulty which will be experienced will be not from the tides, but from the prevailing north-east wind in the Canal, which will make close steerage difficult in going from north to south.

45. With regard to the question of evaporation, it is impossible to say that a hot summer will produce no appreciable effect on the water of the Great Lake, but it may be fairly predicted that no serious effect will result sufficient to produce a disturbing influence on the general conditions of the Canal, and thereby affect its navigation.

46. The doubts as to the practicability of keeping the Mediterranean entrance open have so far been dispelled by experience, and may, it is believed, be dismissed altogether. As to any difficulty of approaching Port Said by steam ships, under ordinary circumstances there is none; the coast is very low, but the masts of the shipping and the high lighthouse are conspicuous marks at a good offing, and it is only necessary to bring the latter on the bearing pointed out and steer for it. It is certainly not recommended to enter at night, unless with the aid of a pilot and under exceptionally favourable circumstances, or with a small vessel whose draught would permit her to anchor between the breakwaters, nor would it be prudent to run for the port in a gale blowing on shore. In this respect, indeed, Port Said may be considered under the same conditions as Alexandria; there is neither more nor less danger in the one case than the other, and in either there is sufficient sea room. Although the Canal itself will not be used by sailing vessels, it is probable that such vessels will frequent Port Said, and there is no reason why, in moderate weather, they should not enter the inner basin; with westerly winds, however, great care must be observed not to be set to leeward or on to the east bank, or to miss the port, and with contrary winds steam tugs will be necessary. In moderate weather the anchorage outside is safe; but it is strongly recommended that sailing vessels should not approach the port in weather which would render the anchorage outside unsafe.

47. The impression which generally prevails that the navigation of the Red Sea is difficult and dangerous is to a great extent erroneous, as will be readily admitted by those practical navigators who have had most experience in its waters. Undoubtedly the Gulf of Suez, which extends for 160 miles to its junction with the Red Sea at the Strait of Jubal, is difficult navigation for a sailing vessel, and requires strict care and attention, even with the aid of steam; but as its width is in no place less than six miles, and in most parts as much as 10, and free from any serious current disturbances, except when in close proximity to the shoals in the Strait of Jubal, it will be evident that if correct courses are steered, and proper precautions observed, there should be no risk of accident. The greatest difficulty experienced by a stranger is in judging his distance from the shore at night, owing to the high land lying so far back from the actual low coast line, and the peculiar haze which frequently prevails. Nor is the Strait so well lighted as it should be; but it is believed that His Highness the Viceroy is prepared, under certain conditions, to remedy this latter difficulty; and at an interview with which he honoured us at Cairo, His Highness was pleased to grant his ready assent and assistance to enable an examination to be made of certain points in the Gulf—an examination which Capt. Grant, R.N., then in the Red Sea, was good enough to undertake. The result is, that Ras Gharib, a prominent point on the western shore of the Gulf, about 100 miles from Suez, and 47 miles south of the present light on Zafarana point, may be considered a very eligible position for a lighthouse; and as there is an iron one with a complete lighting apparatus lying at Suez, it is to be hoped that steps will be taken for the establishment of a light on this point.

48. There is no doubt, moreover, that a more modern and detailed survey of the Gulf of Suez is necessary now that it has become so great a highway for the ships of all

nations, and especially for our own. At the same time, it is to be observed that the large steam ships of the Peninsular and Oriental and other companies, and our still larger Government transports, have long frequented this route in security by day and night.

49. In regard to the Red Sea proper:—Although, from the circumstance of the winds generally blowing either directly up or down, and in consequence of frequent calms, its navigation must always be difficult and tedious for sailing vessels, it cannot be said to be dangerous. From the Island of Shadwan, at the southern end of Jubal Strait, to the Strait of Babel Mandeb, where the Red Sea enters the Gulf of Aden, is a distance of nearly 1,100 miles, and the average width is about 80, until within the last hundred miles, when the channel becomes encumbered by islands; but there is in no part a passage of a less navigable width than 11 or 12 miles. But few dangers exist in the centre of the sea, and there is everywhere a navigable channel of not less than 40 miles wide, entirely free from them. Still, it would add to the convenience of navigation and give confidence to the seaman if it were better lighted. There is a good light at present on the Dædelus Shoal, which is nearly in mid-channel, 180 miles from the Strait of Jubal. The Brothers Islands, which lie in a direct line and almost intermediate between these points, offer an excellent site for a second light. A light is also much required at Mocha, 40 miles northward of the Island of Perim, at the entrance of Babel Mandeb Strait, on which there is already a good light. The light at Mocha might be a floating one, and if another lighthouse were placed on one of the small islets, just east of Jibbel Toogur and 50 miles northward of Mocha, the Red Sea might be considered as fairly lighted.

50. If these views are adopted,—views, it may be stated, concurred in by Capt. Grant, R.N., and generally approved by Captain Curling, R.N.R., of the Peninsular and Oriental Company's service, an officer of great experience in the navigation of the Red Sea,—four additional lights will be required, and it is strongly urged that no time should be lost in establishing them.

51. Having now dealt with and disposed of the difficulties, some real and others visionary, that have been anticipated, one other remains; and that is, not whether the Canal can be kept open and maintained with comparative ease and little annual cost, but whether the passage by large ships may not at times be checked and delayed.

52. But before discussing this, having formed the opinion that its maintenance would not be a matter of so grave a character as has been predicted, we will state our reasons for arriving at such a conclusion:—A careful examination of the Sweet Water Canal, which runs for many miles parallel to and through the same soil as the Maritime Canal, showed that during the seven or eight years since its formation, though it has been once cleaned out, its section has been but little affected either by the erosion of its banks from passing vessels (and the traffic on it is very considerable), or by any large deposit of sand drift from the desert. With reference to the former, we found that from the nature of the soil, and this of course applies to that of the Maritime Canal, which contains lime in large quantities, the banks below and a little above the water become hard and encrusted, and the ordinary wave or wash from a passing vessel, going at moderate speed, disturbs the surface but little, if at all.

53. Observations in the Maritime Canal showed the same results, more especially where the banks were steep and on a good incline, for there it was noticed that as the wave rose and fell, the water coming off them was not discoloured, nor did it bring back with it any sand or mud; but along those portions of the Canal where on either side wide berms or horizontal benching have been left a little above or below the surface level of the water, considerable agitation of the soil took place, particularly when the vessel proceeded at a speed exceeding four knots, and the wave rolled off the banks heavily charged with the detritus of these berms, and much discoloured.

54. We regard this, in point of construction, as the least favourable feature of the entire work; and though in time, when the banks shall have assumed their natural sections, this disturbance may cease, yet till then, some little silting, necessitating continuous dredging operations to keep the centre of the Canal to its normal width and depth, will be the result. Through these parts of the Canal, as indeed throughout its entire course, except in the larger Bitter Lake, the speed should never be permitted to exceed 4 or 5 knots per hour; a rate which, under all ordinary circumstances ruling the transit of a ship from sea to sea, is sufficient to ensure correct steerage.

55. Even were it advisable, the great cost and tedious nature of the operation of pitching the banks with stones, which, to be at all effective, would have to be carried below the line to which a ship in passing forces the water to recede, now that the Canal

has been filled, precludes the idea of its being even suggested by us. When we use the word pitching, we mean lining or covering the banks with stone fairly dressed and carefully jointed, cramped, and set in cement or hydraulic lime: any other method would be useless, and, indeed, a source of mischief, as is apparent from the destruction of the rough pitching or deposit of stone, which has been placed along some parts of the African bank for the protection of the line of pipes conveying fresh water from Ismailia to Port Said.

56. The very insignificant decrease in the depth of the Sweet Water Canal since its construction leads us to hope that the apprehensions of deposits in large quantities of fine sand from the Desert have been much exaggerated, and we were assured by those who professed to have examined the subject, that the drift sand usually passed over and not into the Canal. Indeed, at the special points where the Maritime Canal can be affected to any great extent from this cause, and which are limited to the Seuils d'El Guisr, de Sérapéum, and Chalouf-el-Terraba, its passage is through comparatively deep cutting, with spoil banks above the desert level, which have a tendency to check the drift, and by creating currents, possibly of lower temperature and of but slight force, at right angles to the direction of the prevailing drift, prevent the sand from falling.

Further, the direction of the prevailing wind is up and down the Canal, and this, even when blowing strong, causes little drift; but a south-west wind, which on one occasion blew stiffly for a few hours, caused an accumulation of sand on the ship's deck of $\frac{1}{16}$th of an inch in thickness.

57. We proceed, then, to the consideration of the question of how far the Maritime Canal is likely to answer its object, what difficulties may be anticipated in its navigation, and to what extent it may be expected to be useful for the purposes of Her Majesty's naval service, including the transport service to and from the East.

58. For all steam ships, or vessels towed, ranging between 250 and 300 feet in length, with 35 feet beam, and a draught of 20 feet, it will, with the improvements and appliances earlier described, be a convenient highway. It may, therefore, be assumed that, with the exception of the iron-clad ship at present stationed in the East, or any unusually heavy vessel, it will be a channel available for the passage to and fro of our Indian and China squadrons.

59. The maximum speed should never, except in the large Bitter Lake, exceed five miles an hour. This rule should not at any time be departed from, not only to prevent injury to the Canal by the disturbance of the soil of the banks which greater velocity would occasion, but also to avoid accident to the vessel from striking the ground heavily, as she might do if she touched when going fast, which in the case of a propeller might entail serious damage to the screw.

60. All vessels should be steered from the bridge, the pilot being alongside the helmsman, and those of the smaller class should, when approaching or passing each other, reduce their speed or stop, the width of the Canal enabling them, by careful steering, to keep in deep water.

61. For the transit of vessels larger than those described, the Canal is not so well adapted, and special arrangements, such as are observed on a single line of railway, should be made and enforced.

The extreme length of such vessels would prevent their passing each other, except at a station; for any unfavourable circumstance—such as even a moderate wind astern, which would cause a ship to yaw as much as a quarter of a point off her course—would probably place her on shore before she had time to recover her steerage; and, as there is no rise or fall of tide to float her off again, would necessitate lightening her very considerably,—a process, it is needless to say, attended in a merchant ship with inconvenience, and likely to involve the blocking up of the Canal, causing delay, perhaps of several days, to herself and other vessels.

The question of the present Indian transports passing through the Canal with troops demands serious consideration; and there are so may points involved that it is difficult to offer any decided recommendation.

62. That these vessels, which were built for an entirely different service, and are about 400 feet long, with a draught of 22 feet water and beam of nearly 50 feet, can pass through the Canal, is undeniable; but no practical seaman need be told that in steering them through what may be called a continuous dock 90 miles in length, less than 100 feet wide, and with nothing showing above water to mark the centre of it, frequent grounding and consequent delay may be anticipated, though every possible care and precaution be taken. The extreme dimensions of these vessels, combined with the great height of their hulls, upon which the effect of even a moderate breeze in any other

direction than right ahead must be very prejudicial to exact steerage, would increase the difficulty of the passage. It is to be considered, also, that the midship section of one of these vessels bears about an average proportion of 1 to 4 to a section of the deep water part of the Canal; she would consequently displace about a quarter of the water in it, and, if moving above very slow speed, considerably reduce the depth of water underneath her.

63. As regards the advantages which the Canal will offer to the national and commercial interests of the United Kingdom over the present route to the East by the Cape of Good Hope, two questions arise:—the first, to what portions of the globe and to what class of vessels will it offer advantages; the second, what will be those advantages in point of time and money. The answer is, that India, China, and the Eastern Archipelago are the portions of the globe which will be specially affected, and to a certain extent Australia and New Zealand also; and that the class of vessels which will be exclusively benefited must be those with steam power, for the special reason that a part of the Mediterranean and the whole of the Red Sea, owing to the character of the winds, must be considered as essentially steam navigation. The class of steam vessels which have to be separately considered are—

(1.) Ships of war employed on the India and China Stations:
(2.) The Mercantile Marine:
(3.) The Troop Service between England and India, either as carried on by the present Indian transports, or by any vessels which may in future be designed:
(4.) The great lines of steamers carrying mails, passengers, and merchandise, such as the Peninsular and Oriental Company's vessels.

64. In considering these questions it is necessary to select some point as a standard of comparison in point of distance common both to India and China, that is, a point which vessels bound to either country must pass either near to or in its meridian; and for the purpose we select Point de Galle.

	Geograph. miles.
The distance from the English Channel (Start Point) to Galle by the Canal is	6,515
By the usual sailing route round Cape of Good Hope it is	11,650
The difference in favour of the Canal route is therefore	5,135

and this advantage may be considered as an equivalent, in point of time, to 36 days. A ship of war bound to India or China, by the present route, generally calls at the Cape de Verde Islands and the Cape of Good Hope, and in the case of China at Singapore, to replenish her fuel, &c.; by the Canal she would call perhaps at Gibraltar, certainly at Malta, at Suez, and Aden, and if going to China at Singapore, for the same purpose; and it may be safely assumed that she would use one third more coals before reaching either station by the Canal route, irrespective of the dues for passing through, which will be considered presently.

65. The mercantile marine may be considered under nearly the same conditions as ships of war, so far as the saving of time is concerned, but their condition being changed from sailing to steam vessels, the whole amount of fuel expended must be taken into account, as well as the loss of carrying power consequent on that change. The shortening of the voyage to China, however, by about 36 days, combined with the advantage of submarine telegraphy, will certainly far more than compensate for these drawbacks, and it is not to be doubted but that the Canal route will prove highly advantageous to a class of vessels constructed especially for its navigation.

66. Under the present system of transport 48 hours are occupied from the time of arrival at Alexandria to that of embarkation in the Red Sea, in carrying the troops by rail across the Isthmus of Suez, and it appears to us a reasonable calculation that by the Canal route an average delay of 3 days might be expected, from the date of arrival of one of these ships on the Mediterranean side to that of her departure from Suez. Thus, then, it seems that, as regards time, the passage through the Canal would not effect any saving; but if the adoption of that route, with a different construction of vessel, would lead to the reduction of one ship out of the five now employed, and abolish collateral expenses as well as the inconvenience of two transhipments of troops and baggage, it will certainly be worthy of consideration, and, leaving the political bearing out of the question, becomes a matter of expense only, which can easily be calculated.

67. The great lines of mail and passenger steamers, such as the Peninsular and Oriental, come nearly under the same conditions as the troop ships, except in the carrying of merchandise. They would probably land their mails and passengers at Bombay a day or two later by the Canal route than under existing arrangements, but they would save

transhipment of cargo, and might possibly be able to reduce the number of their vessels. Moreover, although the vessels of the Peninsular and Oriental Company are not precisely the class of vessel best adapted to navigate the Canal, yet in this respect they enjoy a great advantage over the present Indian troop ships. The solution of the question as regards these Companies is, that it will probably be found advantageous at present to adopt both the overland and the Canal routes.

68. Any estimate of the comparative cost of the Canal route and the overland transit, or the long sea passage, must of course be based on the present tariff of charges adopted. In this respect no decisive information could be obtained on the spot as to what they will ultimately be fixed at, probably because the Company's officers were unable to afford it. A doubt existed as to whether the dues would be charged on builders' measurement or register tonnage, which has since been decided in favour of the latter; it was uncertain also whether troops passing in ships of war would be considered as passengers. At the present time, however, there are three separate charges levied, viz.:—

10 francs per ton on register tonnage, or exclusive of space occupied by engines and coals.

10 francs a head for passengers.

20 francs per decimetre (4 inches) for vessels over 20 feet draught as a pilotage charge.

Therefore, the charges for one of the present Indian transports, taking the register tonnage at 3,002 tons, and drawing 20 feet, which she would probably do in passing through the Canal, would be—

Registered tonnage	£1,250
For 1,200 troops, considered as passengers	480
Pilotage	50
Total	£1,780

as against the present charge for overland transit, which is believed to be between 1,600*l.* and 1,700*l.*

For a vessel of the Volage class, the register tonnage of which is 852 tons, the charges would be—

Register tonnage	£355
Pilotage on 20 feet draught	50
Total	£405

69. Therefore, for a ship of war of the latter description and tonnage, adding 500*l.* for the extra coal which would probably be consumed, there would be 895*l.* to be placed against a saving of 36 days on the voyage to India or China, leaving out of consideration the wear and tear of a voyage round the Cape of Good Hope. Taking these figures as a basis, it would probably be considered desirable to send all small or moderate sized vessels through the Canal.

70. Keeping, then, in view what has already been said with regard to the physical character of the Canal, and what has now been assumed as to its economy, the preponderance of opinion is against the use of the Canal as a highway for our present type of transports; but it appears certain that by a different construction of vessel, and without any increase in the number, that object could be accomplished with ease and convenience.

71. This is an opinion which of course may prove fallacious. For the reasons assigned, however, it does not seem advisable that any change in the present system of moving troops between this country and India should be decided on before the commencement of the season of 1871; by that time there will be positive experience on which to base a decision, especially if the passage through of the "Jumna" should be determined upon; and if our anticipations prove correct in regard to the works still to be carried out, the Canal will be in a far more perfect condition then than it is at present.

72. We have thus, in accordance with our instructions, considered in detail the present condition of the Suez Canal, and the works to be carried out in connexion with it, as well as the probability of its being available for the purposes of H.M.'s Naval and Transport Services, and have arrived at the conclusion—

1. That for a certain class of vessels this great work, which must always be a monument of persevering energy and engineering skill, as it now stands, is a convenient mode of passage from the Mediterranean to the Red Sea.

2. That it will be so to a greater extent when the works contemplated, *viz.*, the deepening of certain shallow parts, the enlargement of the *gares*, and the widening and improvement of the curves, are carried out.
3. That it is available for the transit of ships employed in the Eastern seas, with the exception of the large iron-clads, and other exceptionally heavy vessels.
4. That for the present type of Indian transports it is not a desirable route.
5. Further, we think that the cost of maintenance will not exceed the amount estimated for it when the work was first projected.

73. We would now briefly advert to the prospects of the Canal as the grand highway for the naval and mercantile marine of Europe to the East. The real drawback to the Canal is its narrowness; and we were informed that, except at the parts mentioned previously, it is not the intention of the Company to give it the additional width, the want of which alone prevents its being pronounced a complete success as a permanent navigable route for the largest ships from sea to sea.

Had its width at floor been doubled, with a proportional increase to its surface, it might now have been fairly regarded in that light, and its maintenance would have been comparatively easy, just as a great city thoroughfare is periodically renewed by having one half of its width blocked up; whereas, by closing one half of the Canal as it now stands, the other would be rendered practically impassable to large ships, and some expedient must therefore be resorted to, such as carrying on the repairs by night, or leaving the passage open to ships for certain periods only during the day.

74. That to increase the width of the Canal would be a perfectly feasible undertaking, the cost of which could be calculated with great accuracy, need scarcely be asserted; it is, however, we understand, very improbable that it will be undertaken by the present Company; and that it may eventually become a national or combined international engagement is a question which, depending as it must do on political and other considerations, it would be out of place to discuss here.

75. We cannot conclude this report without expressing the obligation we feel under to M. Guichard, the chief authority in the absence of M. Lesseps, and to every one of the officials of the Company with whom we came into contact, for the frank and unreserved way in which they placed all the information in their possession at our disposal.

We have great pleasure also in acknowledging the zealous and effective aid we received from Captain Nares, Mr. Tizard, the navigating lieutenant, and the other officers of H.M.'s surveying vessel "Newport," which vessel was placed at our disposal by their Lordships during the time we were employed on this service.

Geo. Henry Richards.
And. Clarke.

Admiralty,
February 1870.

LIST OF SHIPS which have passed through the SUEZ CANAL from the date of its Opening up to 10th February 1870.

Furnished by the English Consul at Port Said.

Date.	Name.	Tonnage.	Length in Feet.	Breadth in Feet.	Draught forward.	Draught aft.
1869.						
27th November -	Brazilian - -	1,809	380	35	17.8	20.6
1st December -	Lin Nanzig - -	722	224	32	12.0	13.3
1st „ -	Queen of the South -	1,377	255	39	16.0	17.5
12th „ -	Danube - - -	561	216	27	11.9	11.9
24th „ -	Stirling - - -	762	231	28	13.6	15.10
27th „ -	Malta - - -	616	213	30	13.0	16.0
28th „ -	Rocket - - -	17	85	17	7.0	8.9
30th „ -	Leith - - -	957	290	35	16.6	17.6
31st „ -	Fox - - -	224	216	22	6.0	7.6
31st „ -	Blue Cross - -	653	219	30	14.2	17.0
1870.						
9th January -	Mauritius - -	1,341	261	39	16.4	18.0
9th „ -	Asie - - -	475	225	30	14.3	15.4
9th „ -	Cleator - - -	317	184	23	10.2	11.7
12th „ -	Sakana - - -	196	132	20	10.6	12.0
13th „ -	Europe - - -	975	285	33	14.0	17.3
16th „ -	William Miller - -	566	215	27	10.0	13.1
21st „ -	Marietta - -	93	70	22	6.6	9.6
22nd „ -	Shepperton - -	666	210	30	15.0	18.5
22nd „ -	Woodham - -	648	209	30	17.0	17.0
26th „ -	Calypso - - -	1,123	251	32	17.0	17.3
28th „ -	Arrow - - -	139	120	20	8.0	8.6
29th „ -	Afrique - -	965	304	33	16.4	17.2
30th „ -	Waverley - -	388	190	27	11.6	14.0
31st „ -	Newport - -	425	170	25	10.6	11.8
1st February -	Fire Queen - -	796	248	29	11.6	15.6
2nd „ -	Ebro - - -	150	215	26½	11.0	13.0
3rd „ -	Shan-tung - -	907	216	39	9.0	11.2
3rd „ -	Liverington - -	1,052	214	30	10.0	14.6
6th „ -	Apis - - -	900	234	29	13.0	14.11
6th „ -	Gaffarich - -	507	230	28	15.0	13.0
7th „ -	Chu-Kiang - -	1,007	206	30	14.3	15.3
7th „ -	Retimo - - -	342	230	26	9.6	10.0
9th „ -	Assiont - - -	400	184	45	11.0	12.6
10th „ -	Jeanne d'Acre - -	138	72	21	5.0	7.4
10th „ -	Zagazig - - -	500	250	28	7.0	12.0

LIST OF SHIPS which have passed through the SUEZ CANAL from the 10th February 1870 to the 7th March 1870.

Furnished by the Agent of the Canal Company.

Date of Transit.	Name.	Flag.	Net Official Tonnage (exclusive of Space for Engine).	Draught. ft.	in.
7th February	Marietta	Austrian (sail-ship)	77	7	11
13th „	Caka	Egyptian (steamer)	930	13	0
15th „	Dido	British „	1,062 46/100	17	0
15th „	India	„ „	686 82/100	14	6
17th „	Meinam	French „	939 46/100	19	4
20th „	Breadalbane	British „	877 26/100	15	8
22nd „	Hotspur	„ „	714 8/100	16	0
22nd „	Spartan	„ „	916 45/100	17	2
22nd „	Head-quarters	„ „	518 87/100	18	4
23rd „	Albatross	„ „	661 37/100	14	6
23rd „	Milbanke	„ „	843 11/100	17	0
24th „	Cordova	„ „	1,064 17/100	16	0
25th „	Dongola	Egyptian „	140	11	0
25th „	Brazilian	British „	1,809 61/100	18	0
25th „	Bywell Castle	„ „	891	16	10
27th „	Africa	Italian „	488 61/100	17	10
28th „	Shandi	Egyptian „	370	12	0
1st March	Europe	French „	975 85/100	19	0
1st „	Danube	British „	561 20/100	13	6
1st „	Vedetta	Italian „	340	12	8
2nd „	Robert Lowe	British „	1,277 67/100	19	0
2nd „	Kaffraria	„ „	627 43/100	17	0
3rd „	Hoogly	French „	1,767 97/100	18	9
3rd „	Erl King	British „	1,068 85/100	19	8
6th „	Snipe	„ „	393	13	0
6th „	Asie	French „	477 28/100	14	1
7th „	Cszru	British „	293 11/100	13	7
7th „	Massouah	Egyptian „	325	8	0

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For Her Majesty's Stationery Office.

MEDITERRANEAN.

SUEZ CANAL.

PORT SAÏD

Surveyed by Captain G. S. Nares, R.N.
H.M.S. Newport, 1869-70.

Soundings in hair line have been taken from the French Survey 1869.

SOUNDINGS IN FEET.

Magnetic Variation in 1870, decreasing 6' annually.

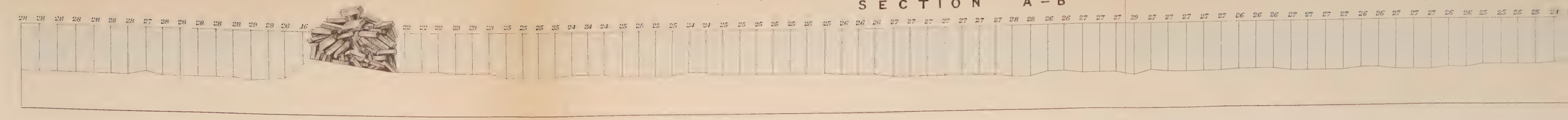
Concrete Breakwater
Arab Town
Line of Beach in 1860.
British Consulate
Quay
French Consulate
Eugénie
Pratique Office
Flagstaff
Quay Francis Joseph
Commercial Basin
Workshops
Arsenal Basin
Cherif Basin
Ismail Basin
Sheers
Cemetery
SUEZ CANAL
Lighthouse
Dry bed of Lake formerly part of
LAKE MENZALEH

SECTIONS OF PORT SAÏD.

The Arrows denote the centre of the Channel.

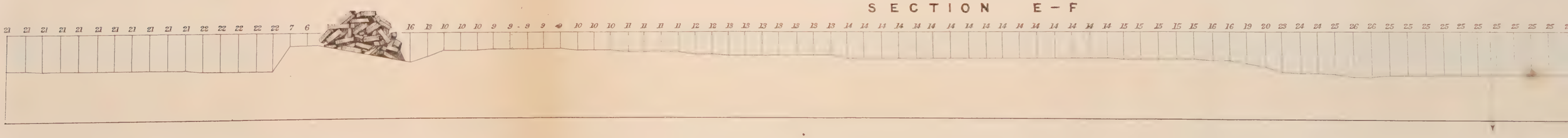
WESTERN BREAKWATER.

SECTION A–B

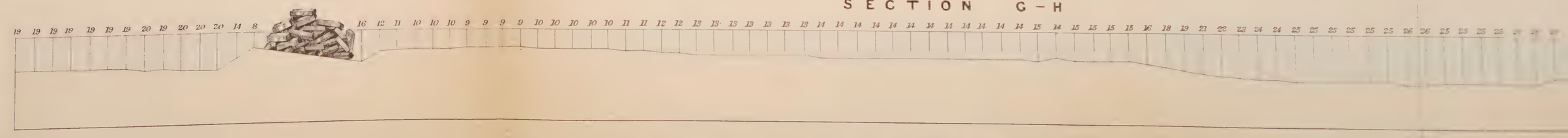


SECTION C–D

SECTION E–F



SECTION G–H



Scale of Feet.

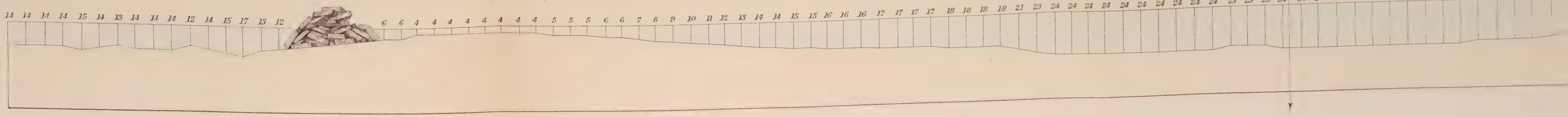
0 100 200 300 400

SECTIONS OF PORT SAÏD.

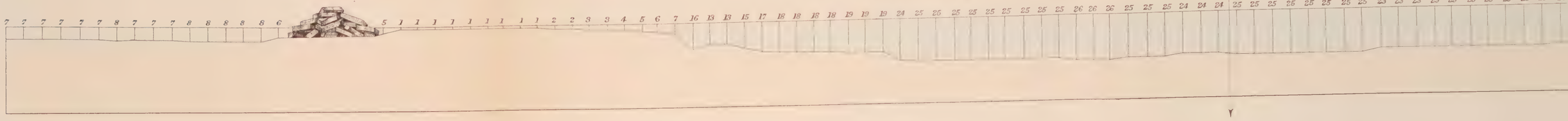
The Arrows denote the centre of the Channel.

WESTERN BREAKWATER

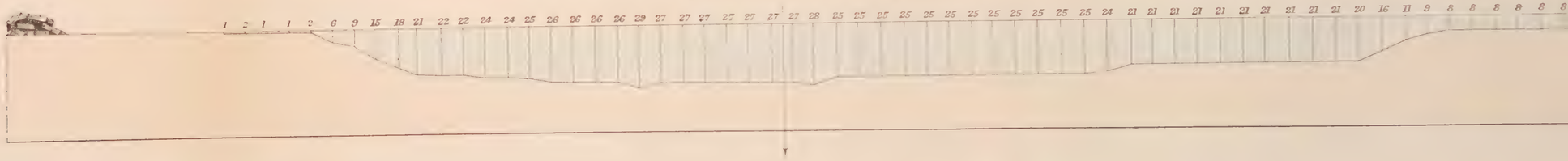
SECTION I – K



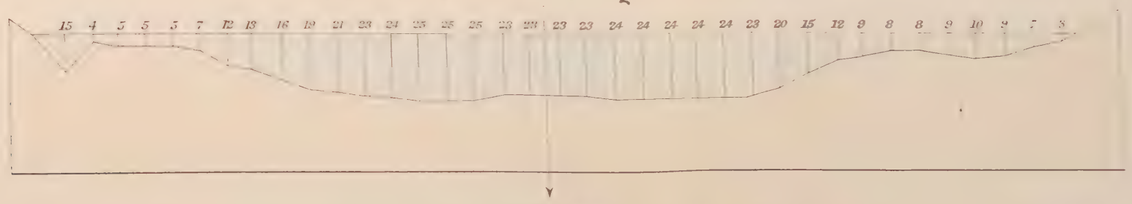
SECTION L – M



SECTION N – O



SECTION P – Q



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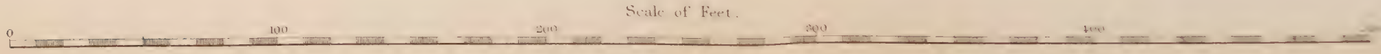

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5	17 .2	
6	19 .	At Gare
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8	21 .7	
9	23 .6	
10	23 .8	
11	From 24½	
12	to	At Kantara Siding
13	25 miles	
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16	28 .8	
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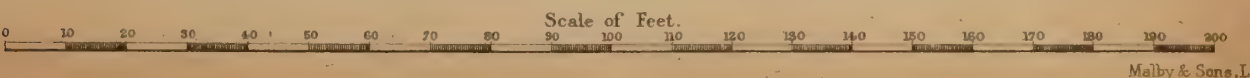


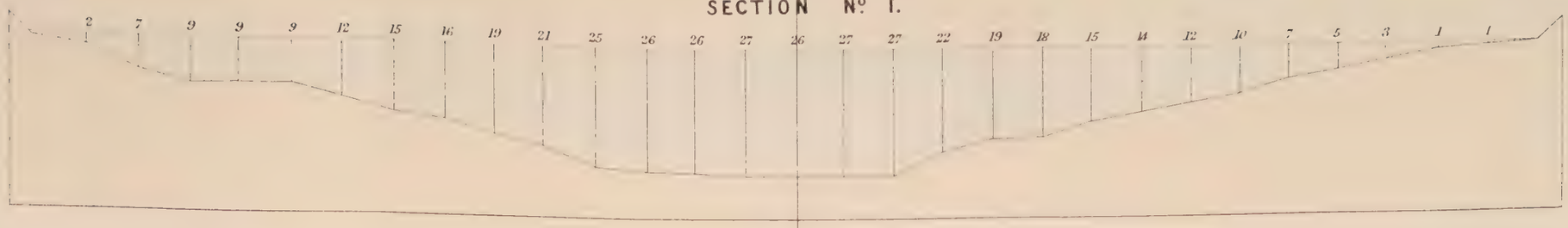
Malby & Sons, L

SECTIONS OF SUEZ CANAL.

WEST

EAST

SECTION Nº 1.



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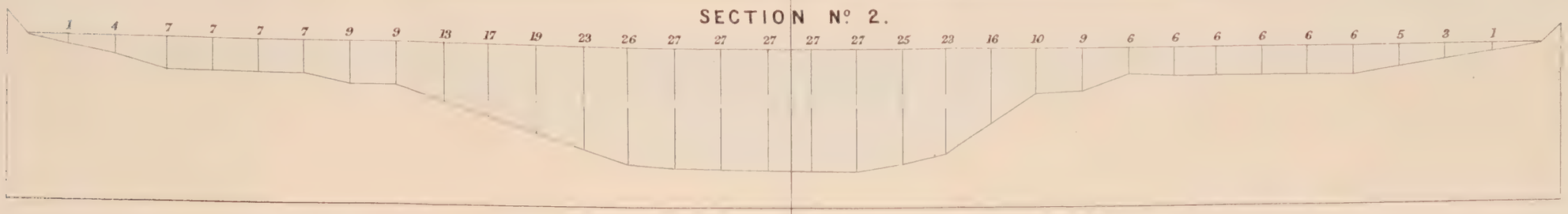

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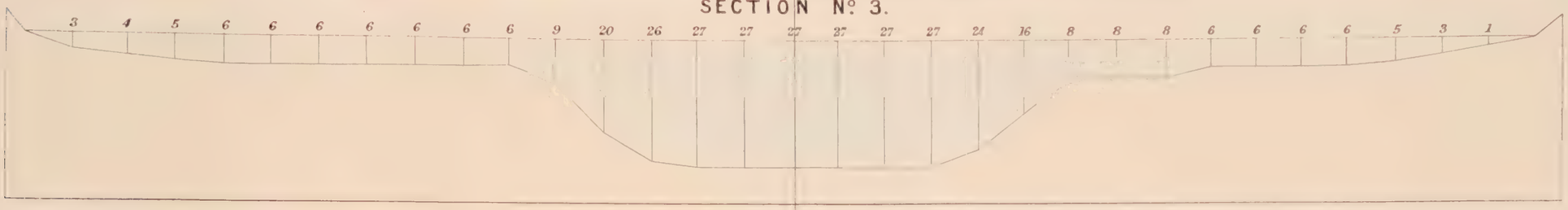

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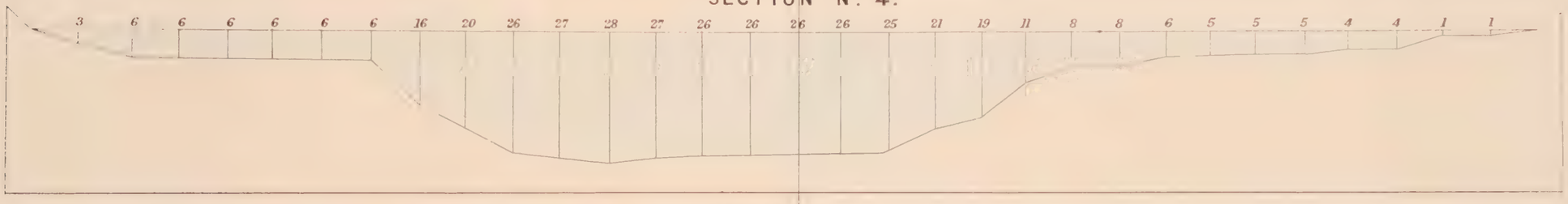
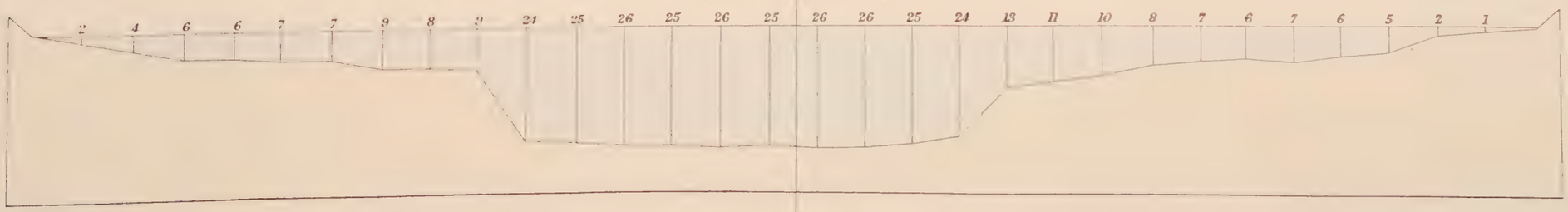
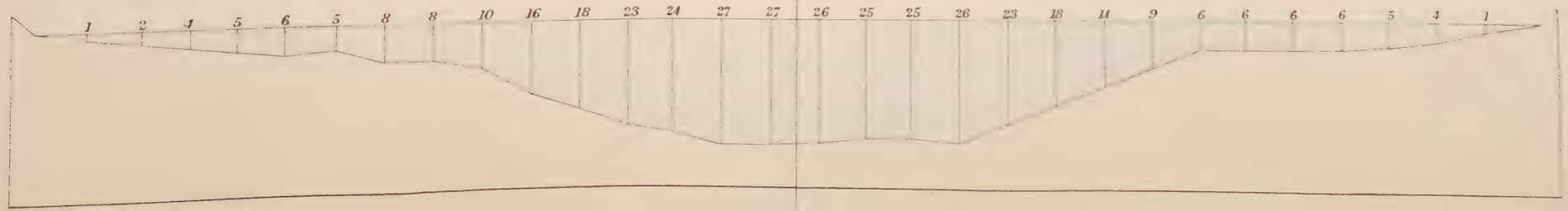


SECTION Nº 5.

SECTION Nº 6.



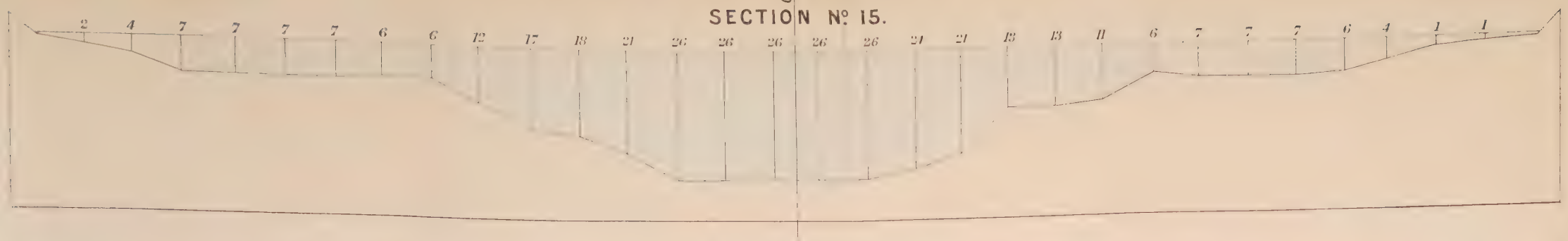
SECTION Nº 7.



SECTIONS OF SUEZ CANAL

Centre Line

SECTION Nº 15.



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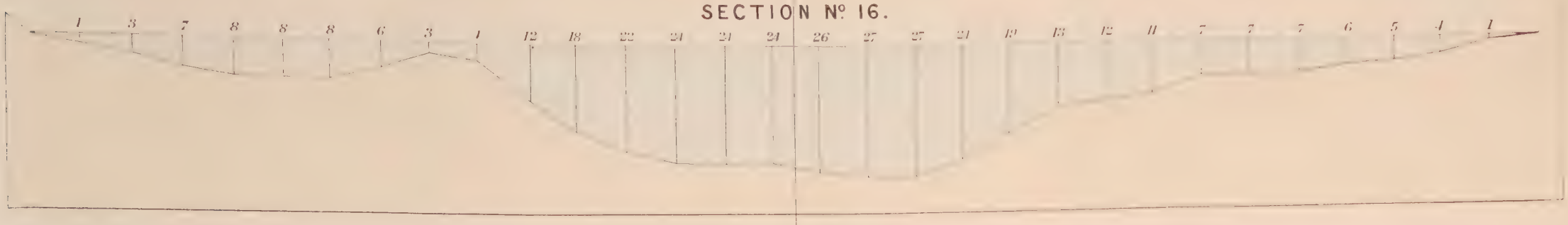

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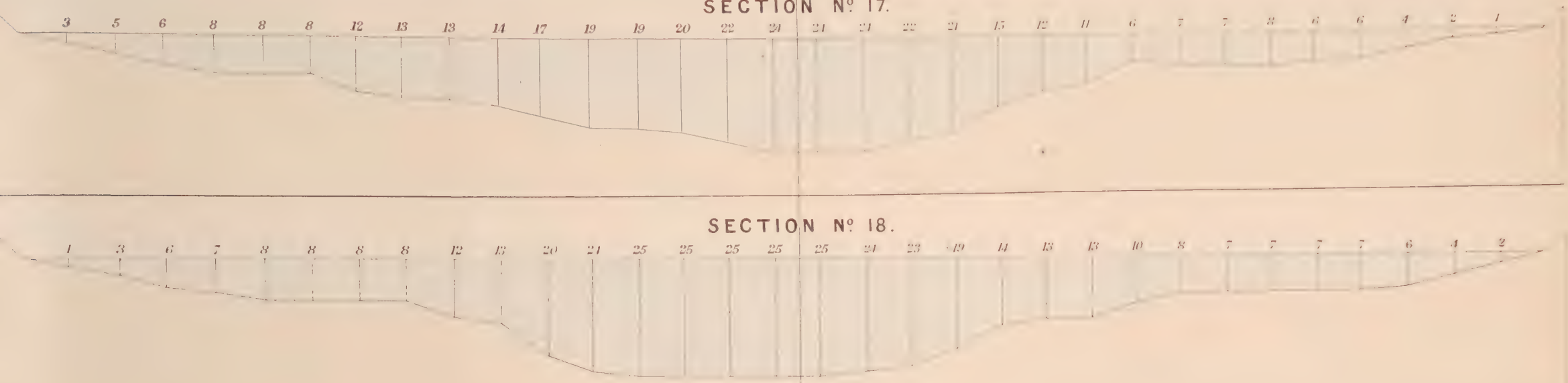

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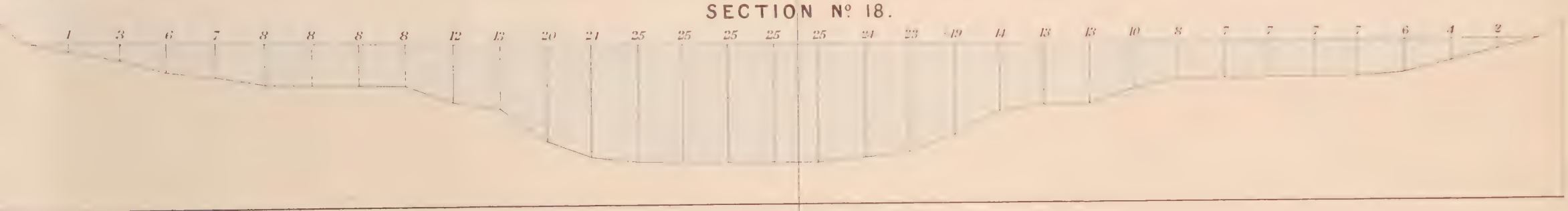

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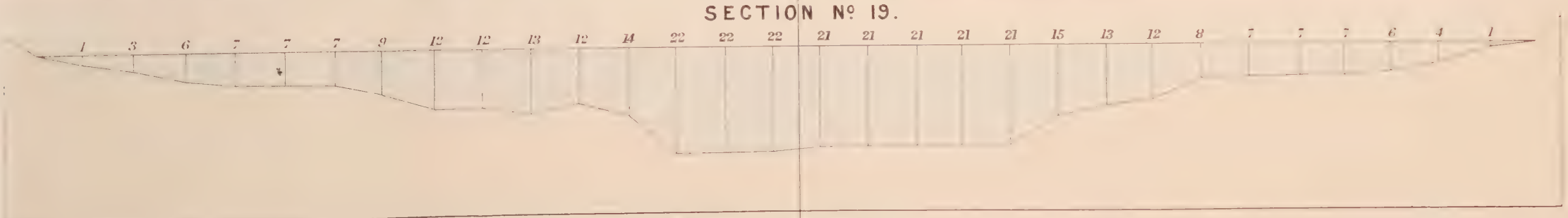

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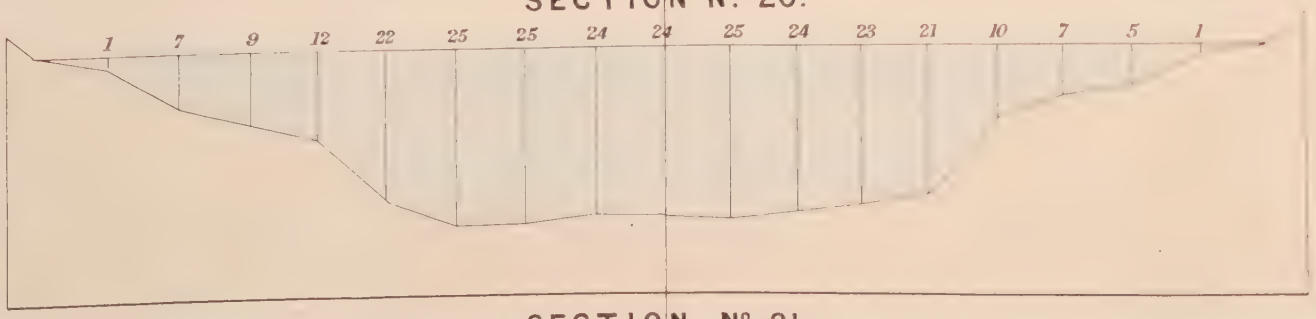

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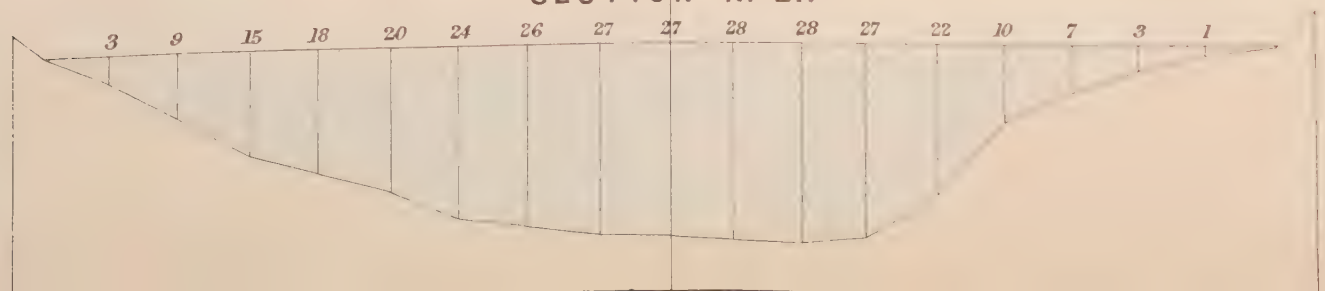


EAST

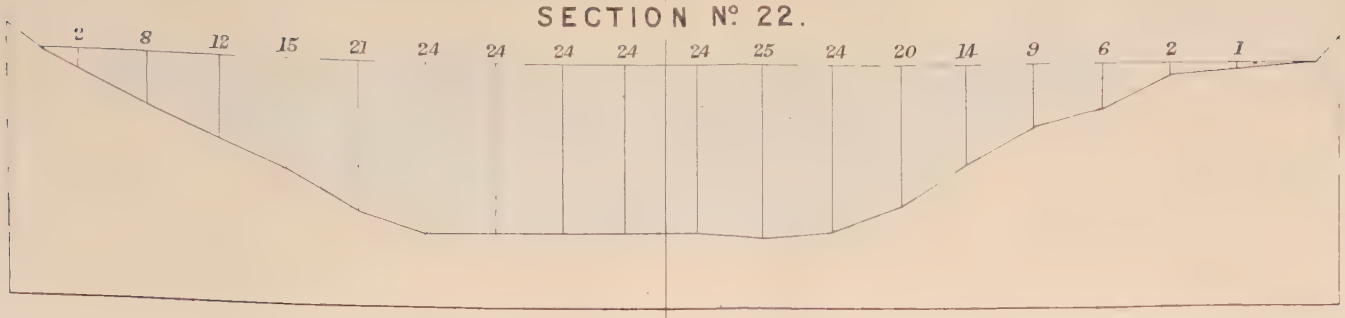
SECTIONS OF SUEZ CANAL.

WEST

Centre Line

EAST

SECTION Nº 22.



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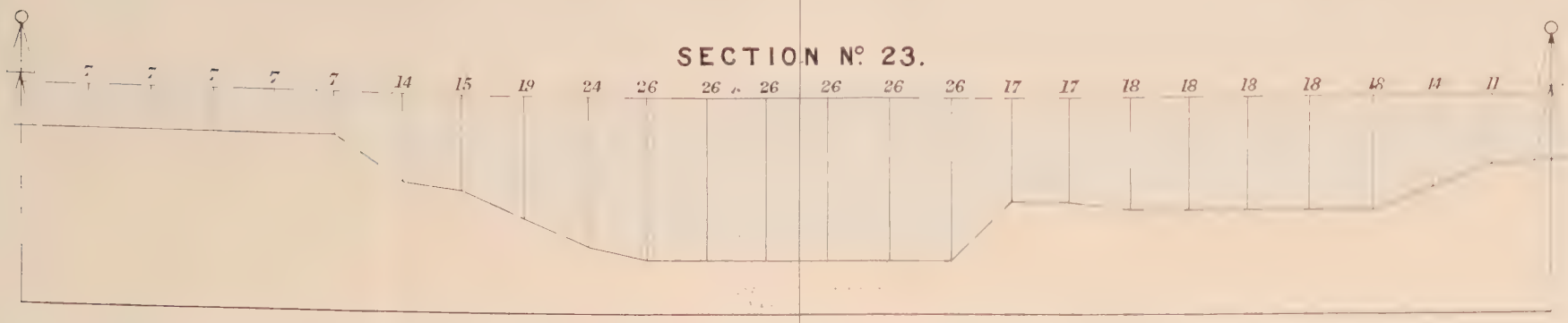

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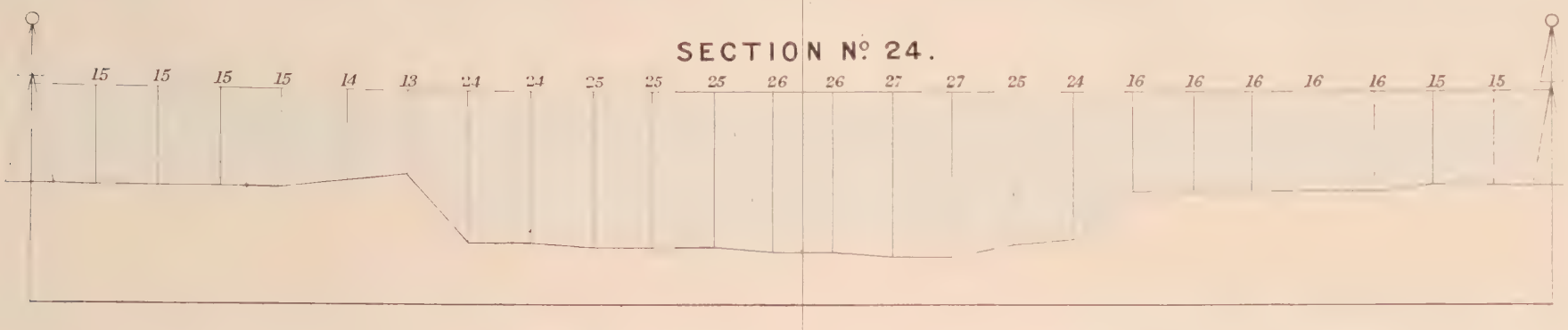

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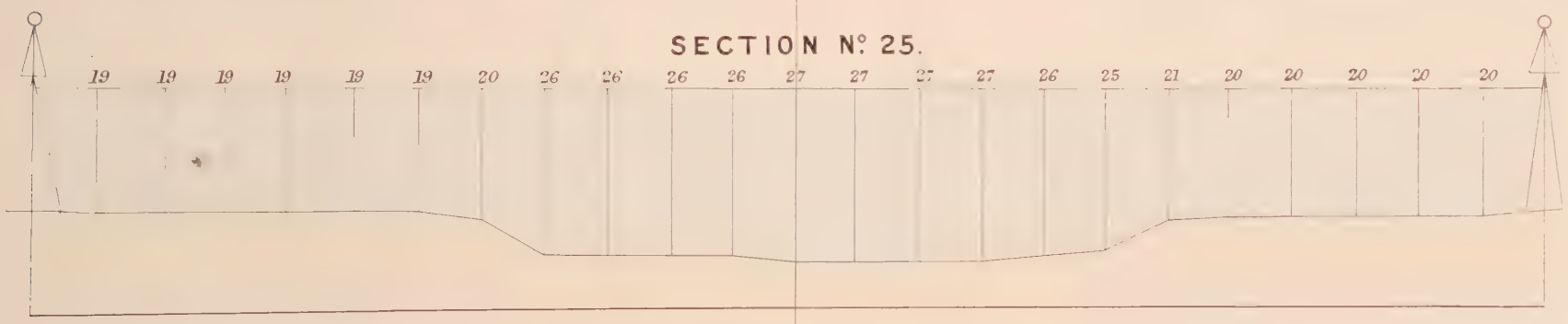

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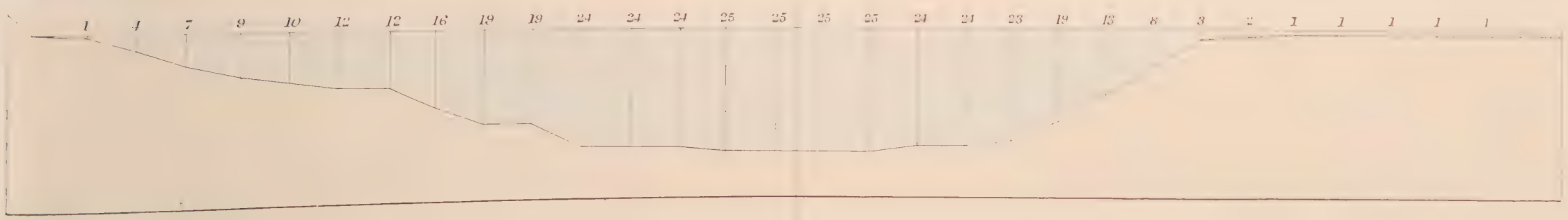

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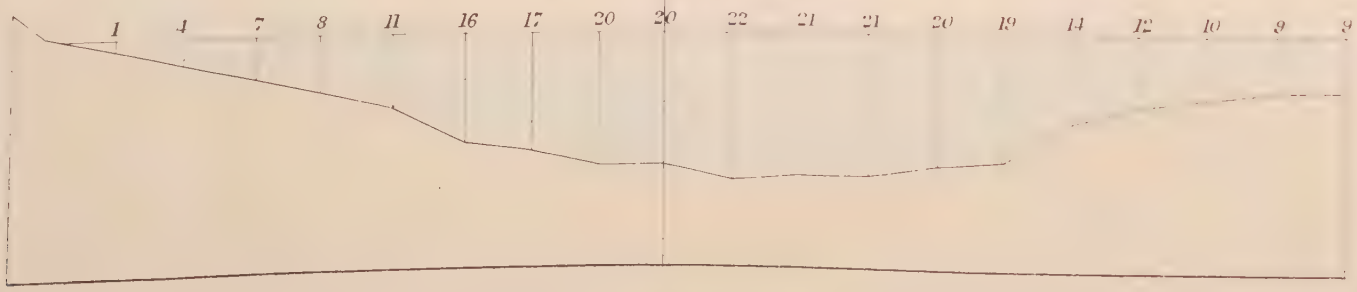

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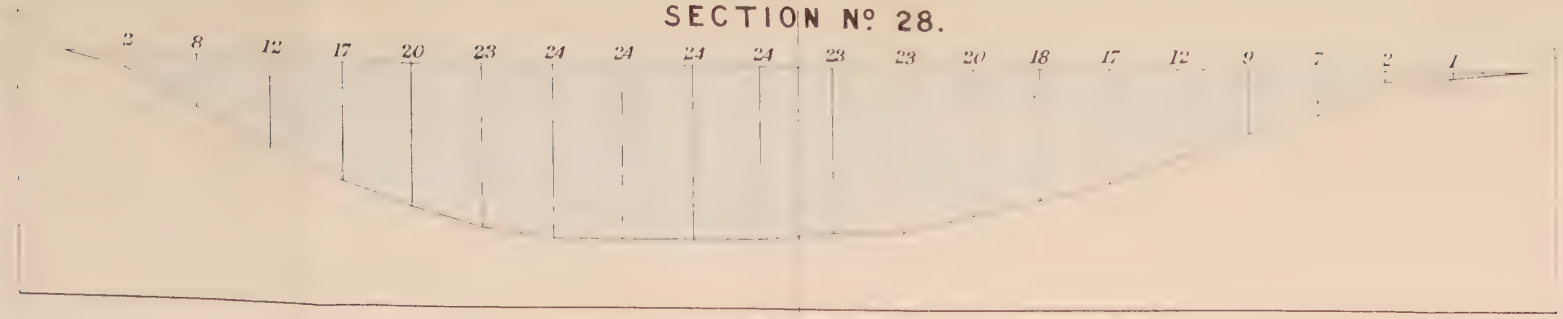
SÉRAPEUM SECTIONS.

WEST

EAST

SECTION Nº 28.



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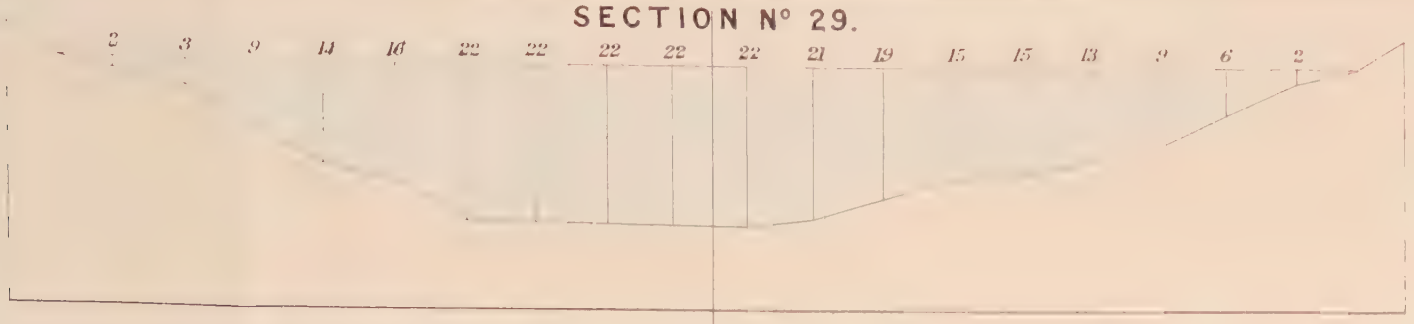

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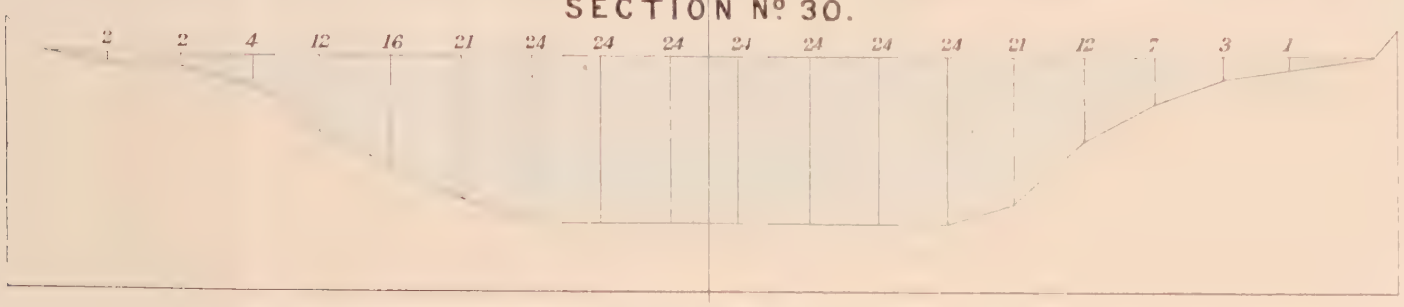

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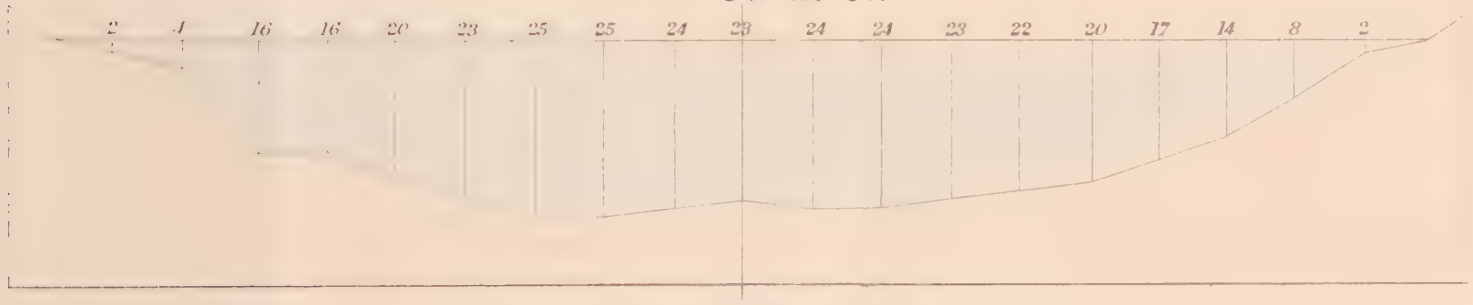

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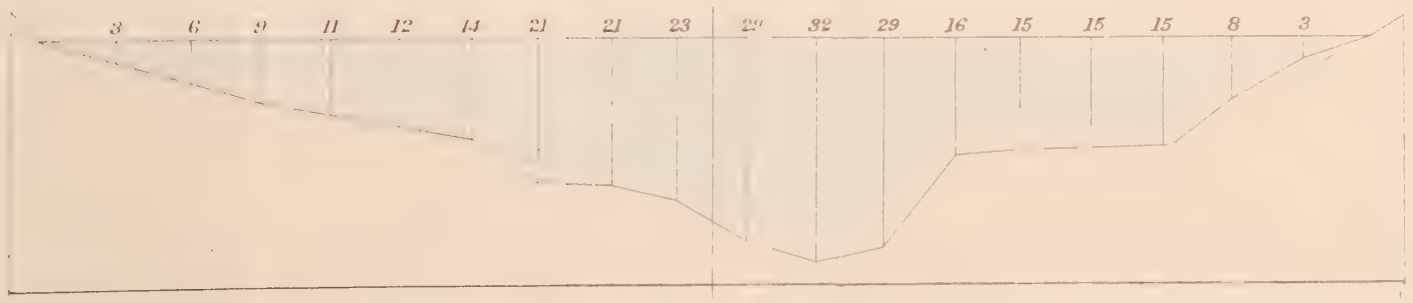

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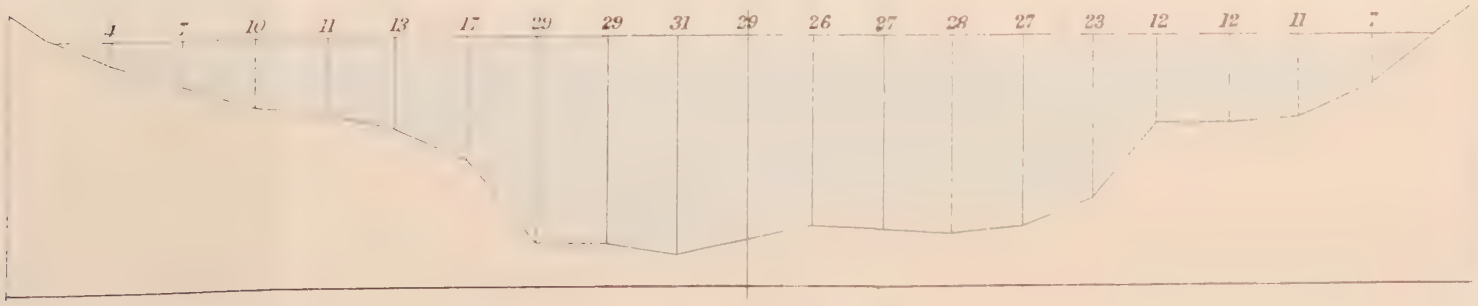

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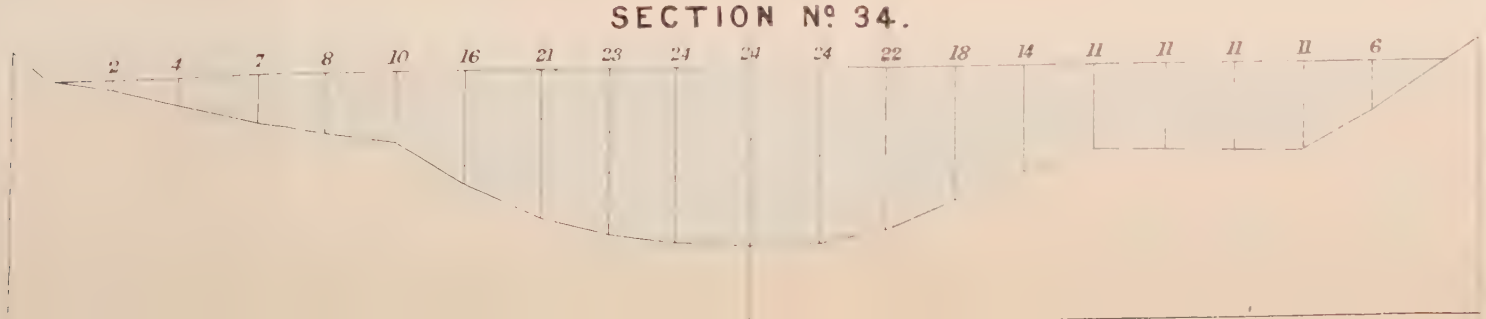
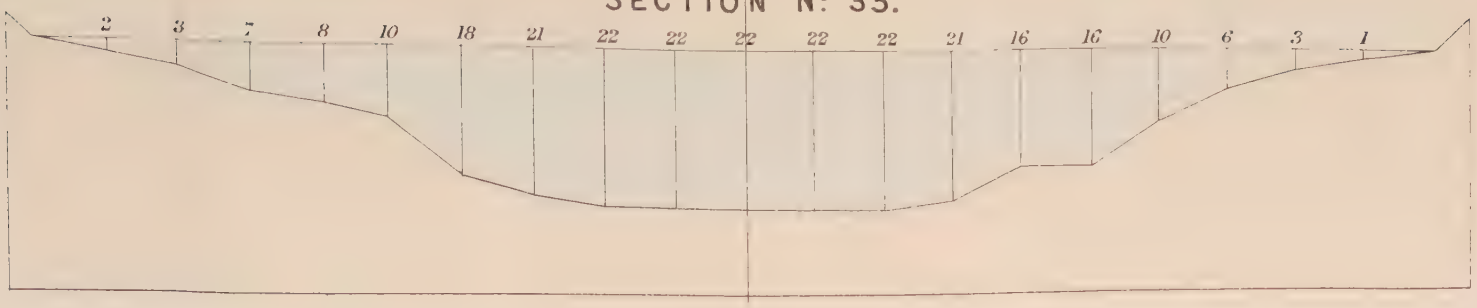


SERAPEUM SECTIONS.

Centre Line

SECTION Nº 35.



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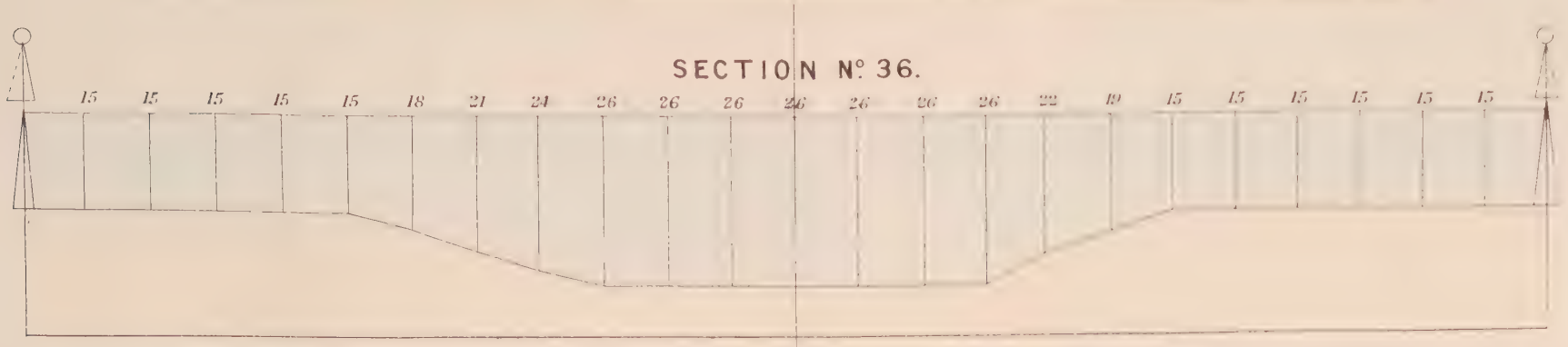
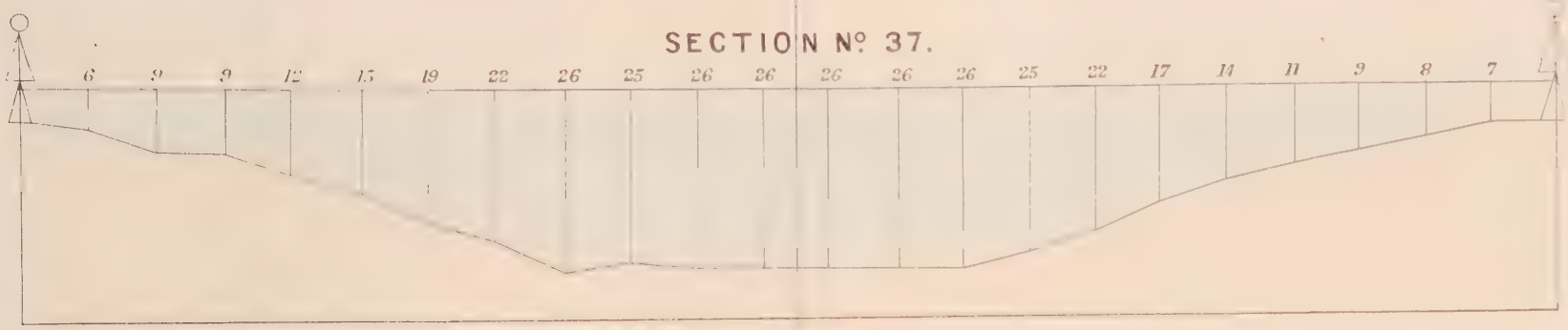


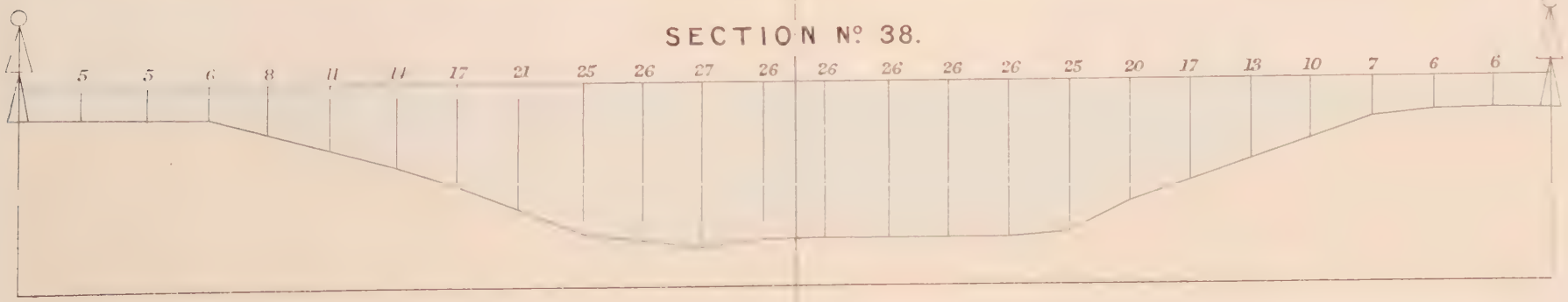
SECTION Nº 37.



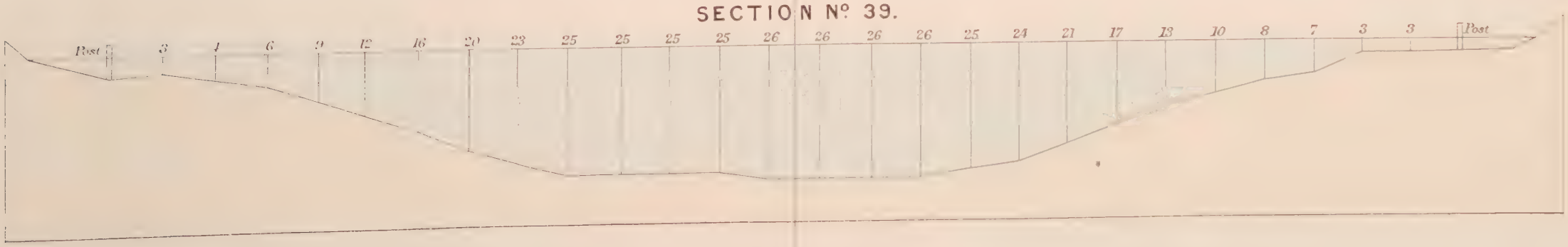
SECTION Nº 38.

WEST

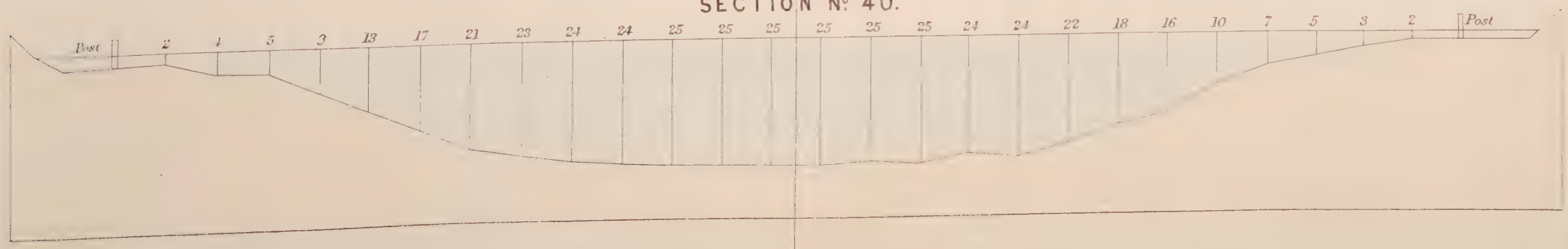
EAST



SECTION Nº 39.



SECTION Nº 40.

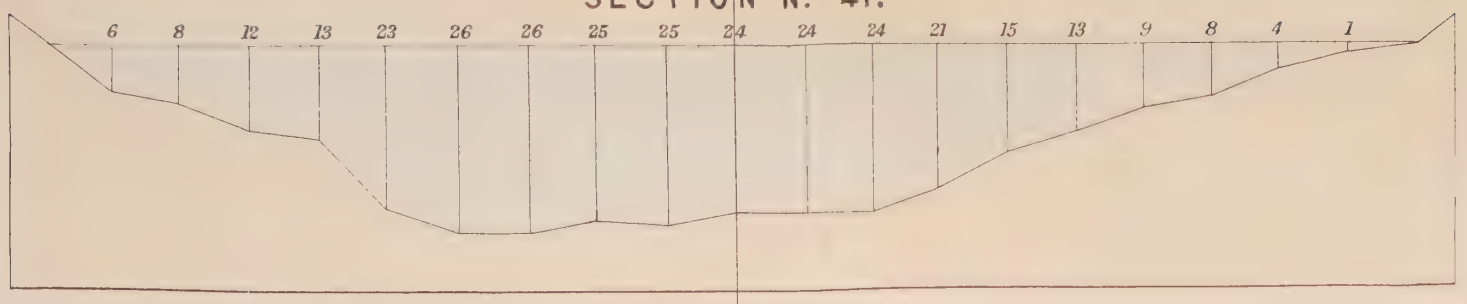


Maiby & Sons, L

SÉRAPEUM SECTIONS.

Centre Line

SECTION Nº 41.



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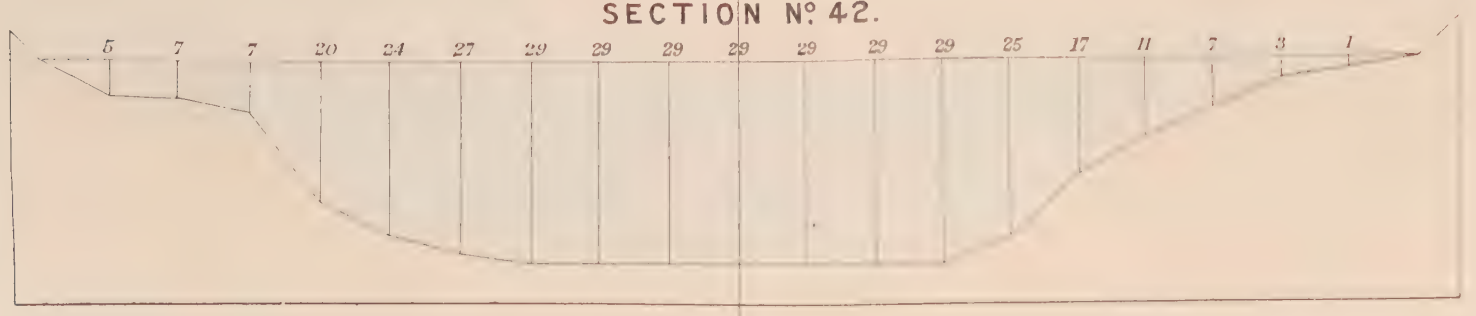
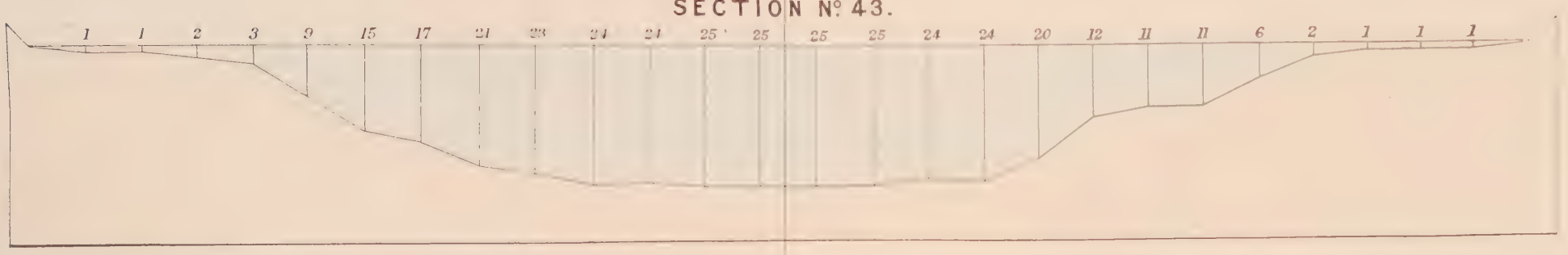


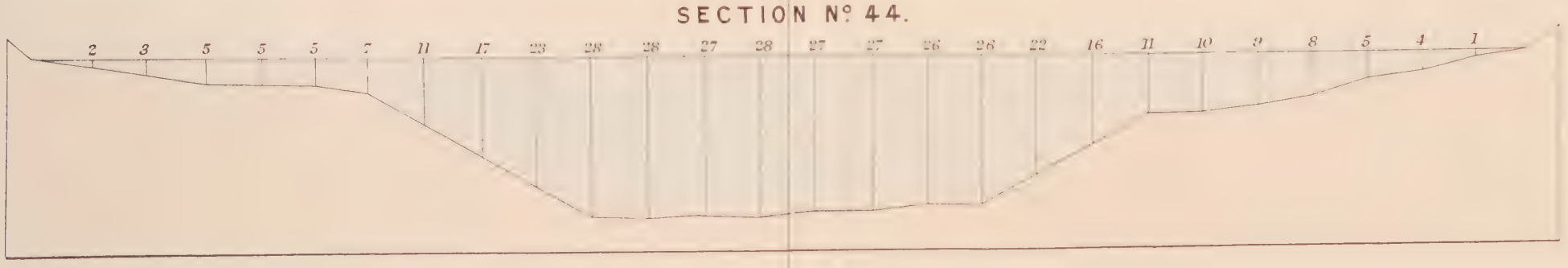
SECTION Nº 43.



WEST

EAST

SECTION Nº 44.



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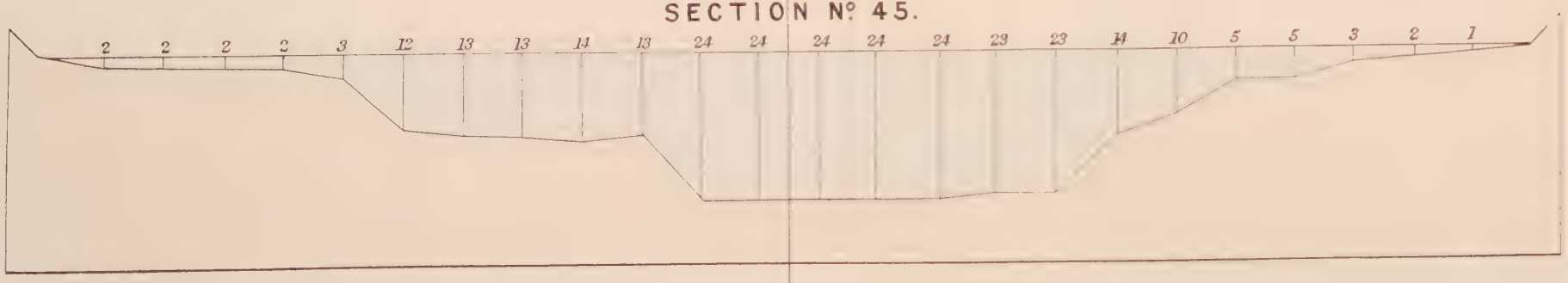

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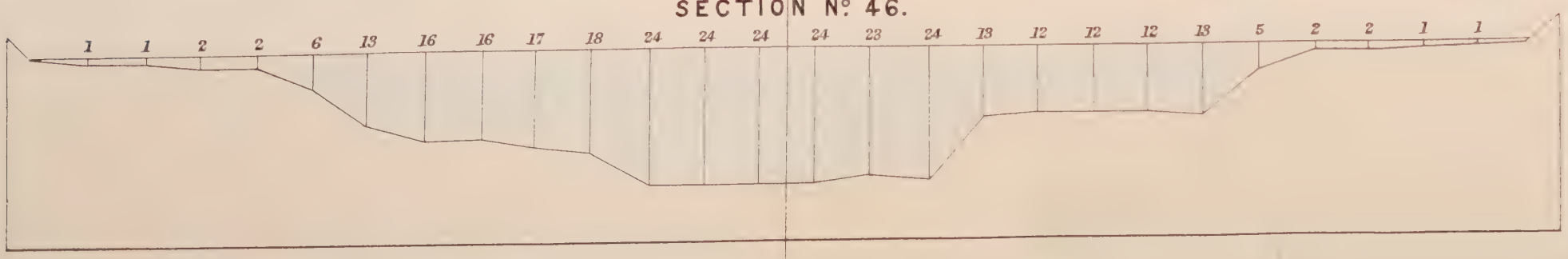
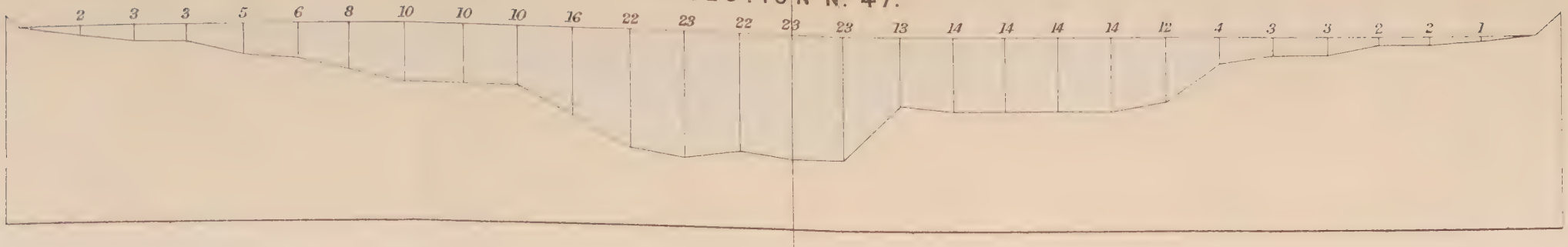


Malby & Sons, Lith.

SÉRAPEUM SECTIONS.

Centre Line

SECTION Nº 47.



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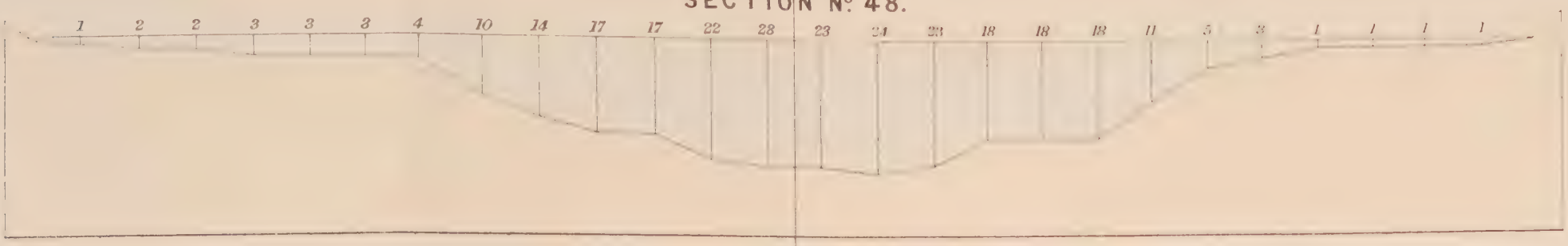

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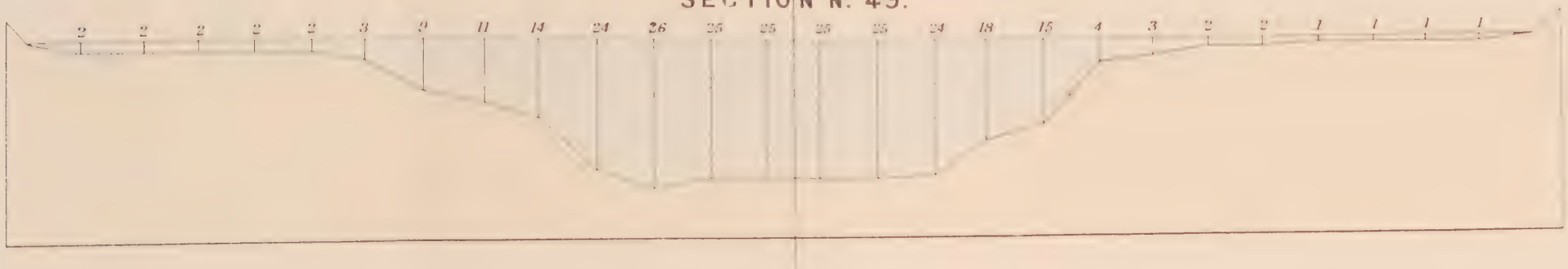

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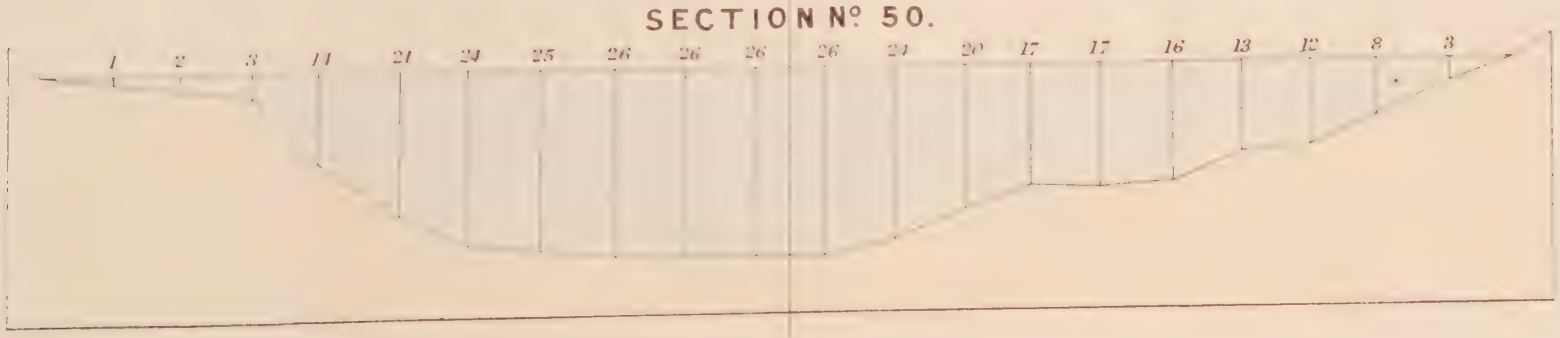
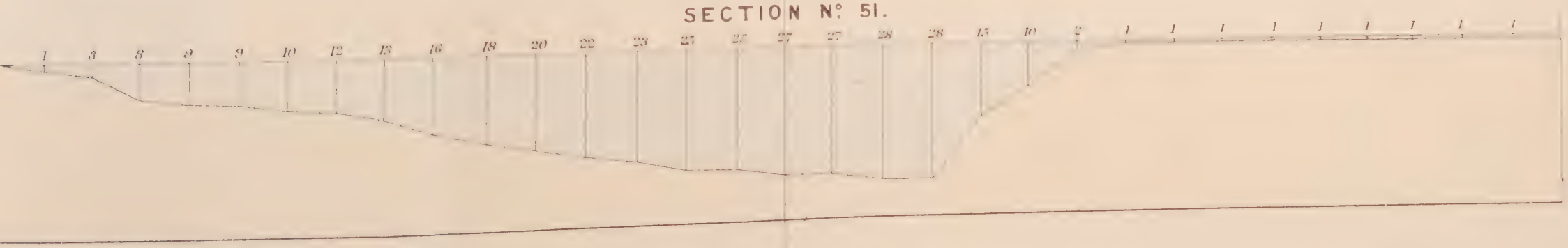


WEST

EAST

SECTION Nº 51.



SECTION Nº 52.

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SÉRAPEUM SECTIONS.

AFRICAN SIDE

ASIATIC SIDE

Water Line

Centre line of Canal.

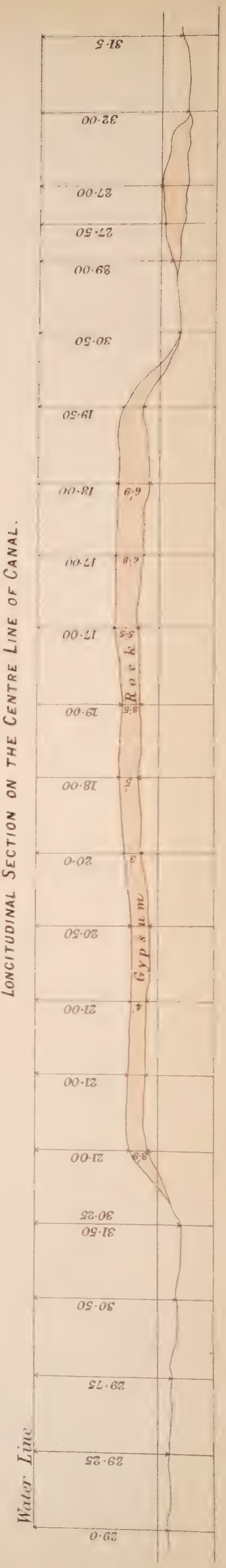
Water Line

173+75	6·25	6·50	12·25	13·75	21·25	32·25	32·50	30·0	31·50	32·0	32·25	31·50			
173+80	5·50	8·0	11·0	13·25	19·0	32·50	33·75	33·0	32·0	32·25	32·0	25·0	22·50		
173+85	6·0	8·0	11·0	13·0	14·0	22·00	31·0	32·0	27·00	31·0	23·50	21·0	19·0	19·0	18·50
173+87·50	6·0	9·50	12·0	13·0	14·0	22·50	31·0	31·50	27·50	31·50	29·50	23·0	19·0	18·00	18·0
173+90	7·0	9·5	12·25	13·50	14·0	17·25	21·50	22·50	29·00	30·0	24·0	20·5	17·00	18·0	18·0	17·00
173+95	6·50	9·50	11·50	12·50	14·0	16·50	26·0	30·50	30·50	30·50	25·50	18·0	17·25	17·50	17·50	16·75
174+															
174+5															
174+10															
174+15															
174+20															
174+25															
174+30															
174+35															
174+40															
174+45															
174+50															
174+54	29·75	30·25	28·75	21·0	25	19·0	18·75	15·50	14·50	10·0					
174+55															
174+60	30·50	30·25	27·50	28·50	18·25	15·50	15·00	15·0	11·0						
174+65	29·75	30·50	30·25	29·0	29·25	23·0	15·50	15·75	14·0						
174+70	29·25	29·50	29·50	28·50	28·0	28·50	17·50	15·25	15·0						
174+75	29·0	28·50	28·50	28·50	28·0	27·50	23·25	12·50	10·50						

Scale of Feet.

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100

LONGITUDINAL SECTION ON THE CENTRE LINE OF CANAL.



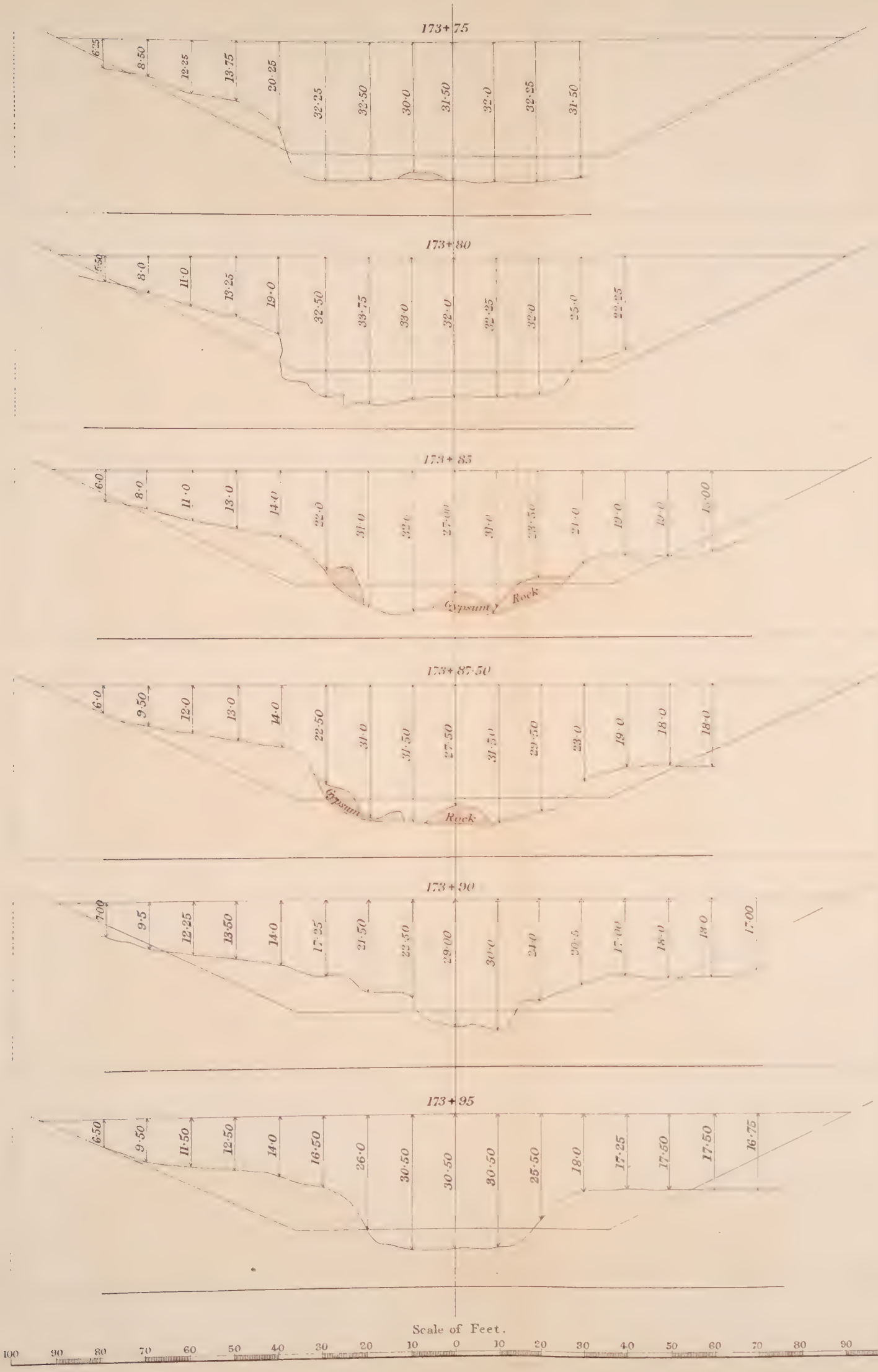
Kirby & Sons, Lith

SECTIONS IN COURSE OF RECONSTRUCTION FURNISHED BY THE COMPANY'S ENGINEER.

SERAPEUM SECTIONS.

AFRICAN SIDE

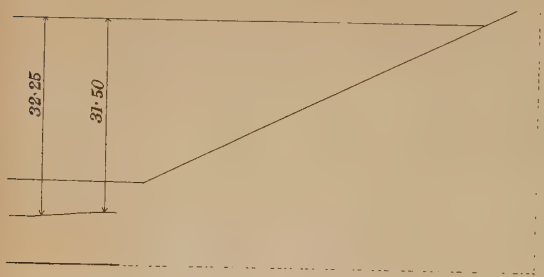
ASIATIC SIDE

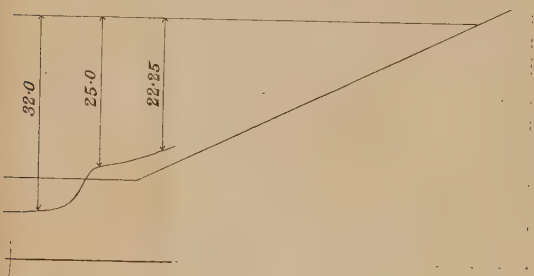


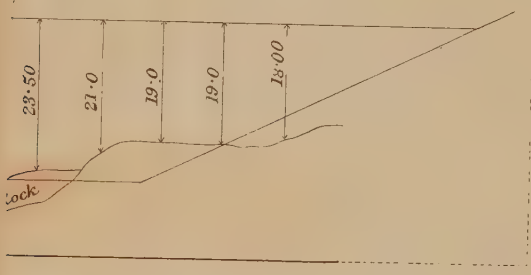
Malby & Sons, Lith.

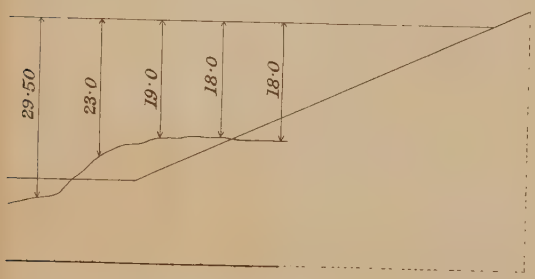
RNISHED BY THE COMPANY'S ENGINEER.

CTIONS.

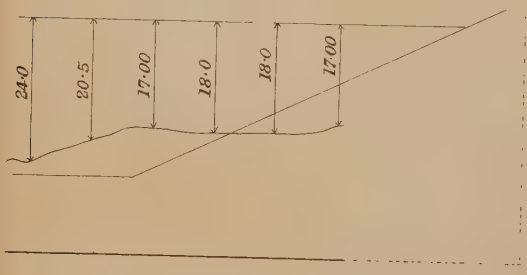


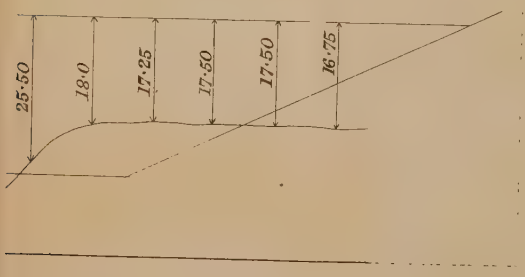






ASIATIC SIDE

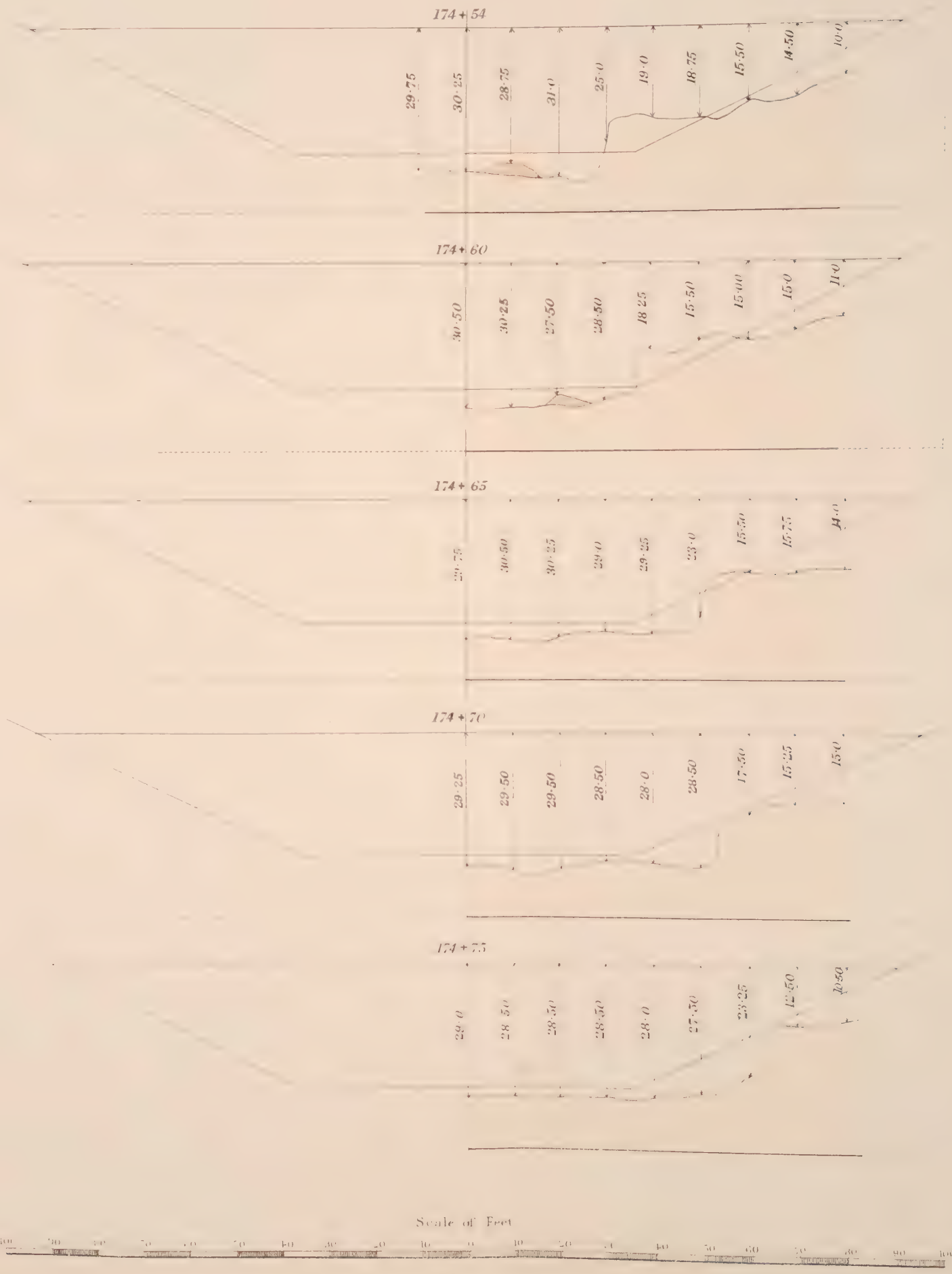




Malby & Sons, Lith.

SECTIONS IN COURSE OF RECONSTRUCTION FURNISHED BY THE COMPANY'S ENGINEER.

SÉRAPEUM SECTIONS.



VESSELS NOT ARMOUR-PLATED.

RETURN to an Order of the Honourable The House of Commons, dated 12 July 1870;—*for*,

RETURN "of VESSELS NOT ARMOUR-PLATED now Building, or Ordered to be Built, during the Year 1870, in the following Form:—

Names.	Where Building.	Guns.	Tons.	Load Displacement.	Horse-power.	Name of Engine Maker.	If Engines are on Improved Expansive Plan and Surface Condensers.	Estimated Cost of Engines.	Draught of Water.		Length.		Breadth.		Probable Progress during the Year 1870-71.	Probable Time of Launching.	Probable Time of Completion.	Hull—Wood or Iron.	Estimated First Cost of Hull.	Cost of Hull up to 31 March 1870.		Estimated Expenditure on Hull from 1 April 1870 to 31 March 1871.	Remarks.
									Forward.	Aft.	Between Perpendiculars.	Of Keel for Tonnage.	Extreme.	For Tonnage.						Labour and Materials.	Incidental and Establishment Charges as enumerated in Statement prefixed.		

Admiralty,
4 August 1870.

T. JAMES,
pro Chief Clerk.

(*Mr. Laird.*)

Ordered, by The House of Commons, *to be Printed*,
6 *August* 1870.

RETURN OF VESSELS NOT ARMOUR-PLATED - - - - -

NAMES.	Where Building.	Guns.	Tons.	Load Displacement.	Horse-power.	Name of Engine Maker.	If Engines are on Improved Expansive Plan and Surface Condensers.	Estimated Cost of Engines.	Estimated Load Draught of Water.		Length	
									Forward.	Aft.	Between Perpendiculars.	Of Keel for Tonnage.
				Tons.				£.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Ft. in.*
Volage - -	Thames Company, Blackwall. Completed at Portsmouth.	8	2,322	3,320 (*d*)	600	Penn - -	Yes -	41,000	18 0	22 0	270 0	247 5⅛
Active - -	Thames Company, Blackwall. Completing at Portsmouth.	8	2,322	3,320 (*d*)	600	Humphrys -	Yes -	39,000	18 0	22 0	270 0	247 5⅛
Thalia - -	Woolwich - Completing at Sheerness.	6	1,459	2,155 (*d*)	400	Napier - -	No -	20,870	16 6	17 6	200 1	171 5⅜
Dido - -	Portsmouth -	6	1,277	1,699 (*d*)	350	Humphrys -	Yes -	19,000	13 6	16 6	212 1	185 7⅞
Tenedos - -	Devonport -	6	1,275	1,699 (*d*)	350	Randolph -	Yes -	20,000	13 6	16 6	212 0	186 9
Briton - -	Sheerness -	10	1,331	1,874 (*d*)	350	Rennie - -	Yes -	21,150	13 9	16 9	220 0	193 11⅛
Druid - -	Woolwich - Completed at Sheerness.	10	1,322	1,874 (*d*)	350	Maudslay -	Yes -	21,500	13 9	16 9	220 0½	194 0
Bittern - -	Pembroke - Completed at Devonport.	3	663	754 (*d*)	160 Twin screw.	Avonside Engine Company.	No -	6,560	9 3	10 3	170 0	151 7⅜
Vulture - -	Sheerness -	3	663	754 (*d*)	160 Twin screw.	Rennie - -	No -	7,840	9 3	10 3	170 0	151 7
Woodlark -	Chatham -	3	663	754 (*d*)	160 Twin screw.	Watt - -	No -	7,230	9 3	10 3	170 0	151 7⅜
Osborne - -	Pembroke -	–	1,536	1,614 (*d*)	450 Paddle.	Maudslay -	No -	22,050	13 6	14 6	250 0	238 0¾
Plucky - -	Portsmouth -	1	212	197 (*d*)	25 Twin screw.	Avonside Engine Company.	No -	1,950	5 7	6 1	80 0	63 4⅞
Raleigh - -	Ordered to be built at Chatham, but not yet commenced.	22	3,211	4,602	800	Engines not yet ordered		–	20 0	23 0	298 0	261 11½
Blonde - -	Ordered to be built at Portsmouth, but not yet commenced.	26	4,039	5,430 (*d*)	1,000	Engines not yet ordered		–	21 0	25 0	337 4	301 9
Lively - -	Sheerness -	2	835	951 (*d*)	250 Paddle.	Penn - -	No -	13,000	10 0	10 3	220 0	200 3⅜
Vigilant - -	Devonport -	2	835	951 (*d*)	250 Paddle.	Watt - -	No -	12,235	10 0	10 3	220 0	200 3⅜
Snake - -	Chatham -	1	245	240 (*d*)	28 Twin screw.	Rennie - -	No -	1,900	5 9	6 3	85 0	67 9½
Scourge - -	Chatham -	1	245	240 (*d*)	28 Twin screw.	Rennie - -	No -	1,900	5 9	6 3	85 0	67 9½
Comet - -	Portsmouth -	1	245	240 (*d*)	28 Twin screw.	Rennie - -	No -	1,900	5 9	6 3	85 0	67 9½
Blazer - -	Portsmouth -	1	245	240 (*d*)	28 Twin screw.	Rennie - -	No -	1,900	5 9	6 3	85 0	67 9½
Thetis - -	Devonport -	13	1,322	1,854 (*d*)	350	Engines not yet ordered		–	13 9	16 9	220 0	193 6¼

(*a*) This is the original contract price, exclusive of any sums subsequently authorised for works additional to the contract, and does not include the cost of Admiralty supervision.

(*b*) This, besides the payments to contractors, includes ex penses for Admiralty supervision and expenses incurred at Woolwich and Portsmouth, and the cost of fresh-water condensers.

- - NOW BUILDING, OR ORDERED TO BE BUILT, DURING THE YEAR 1870.

Breadth.		Probable Progress during the Year 1870-71.	Probable Time of Launching.	Probable Time of Completion or of Delivery by Contractors.	Hull, Wood or Iron.	Estimated First Cost of Hull.	Cost of Hull up to 31 March 1870.		Estimated Expenditure on Hull, from 1 April 1870 to 31 March 1871.
Extreme.	For Tonnage.						Labour and Materials.	Incidental and Establishment Charges.	
Ft. in.	*Ft. in.*					£.	£.		£.
42 0	42 0	Complete -	27 Feb. 1869	Completed 24 March 1870.	Iron, cased with Wood.	75,453 (a)	80,207 (b)	The Incidental and Establishment Charges have not yet been calculated, and therefore this column cannot be filled up.	Nil.
42 0	42 0	Nearly complete.	13 Mar. 1869	August 1870	Iron, cased with Wood.	75,453 (a)	80,137 (b)		—
40 4	40 0	$\frac{3}{8}$	14 July 1869	August 1870	Wood - -	46,696	43,574		3,904
36 1½	35 11½	Nearly complete.	23 Oct. 1869	Completed 28 April 1870.	Wood - -	43,079	35,407		—
36 0	35 10	$\frac{4}{8}$	13 May 1870	October 1870	Wood - -	42,633	33,131		5,340
36 1	35 11	- -	6 Nov. 1869	August 1870	Wood - -	44,279	37,239		—
36 0	35 10	$\frac{1}{8}$	13 Mar. 1869	Completed 30 April 1870.	Wood - -	44,279	32,935		1,062
29 0	28 8	Complete -	20 Sept. 1869	Completed 31 March 1870.	Wood - -	23,223	16,997		Nil.
29 0½	28 8½	Complete -	6 Nov. 1869	Completed 19 March 1870.	Wood - -	23,423	18,133		Nil.
29 0	28 8	$\frac{6\frac{1}{2}}{8}$	November 1870	March - 1871	Wood - -	23,384	4,307		19,000
35 0	34 10	$\frac{1}{8}$ (c)	6 Dec. 1870	Uncertain -	Wood - -	60,100	14,404		46,100
25 1⅜	25 0¾	$\frac{1}{8}$	13 July 1870	Uncertain -	Iron - -	5,653	1,115 (e)		707 (e)
48 6	48 0	To commence	Uncertain -	Uncertain -	Iron, cased with Wood.	110,000	Nil		25,840
50 8	50 2	To com mence	Uncertain -	Uncertain -	Iron, cased with Wood.	138,300	Nil		50,320
28 2	28 0	$\frac{8}{8}$	Uncertain -	Uncertain -	Wood - -	28,500	247		28,500
28 2	28 0	$\frac{8}{8}$	Uncertain -	Uncertain -	Wood - -	28,500	Nil		28,500
26 1⅜	26 0⅝	$\frac{8}{8}$	December 1870	Uncertain -	Iron - -	5,653	Nil		5,653
26 1⅜	26 0⅝	$\frac{8}{8}$	December 1870	Uncertain -	Iron - -	5,653	Nil		5,653
26 1⅜	26 0⅝	$\frac{8}{8}$	Uncertain -	Uncertain -	Iron - -	5,653	Nil		5,653
26 1⅜	26 0⅝	$\frac{8}{8}$	Uncertain	Uncertain -	Iron . -	5,653	Nil		5,653
36 0	35 10	$\frac{5}{8}$	Uncertain -	Uncertain -	Wood - -	38,500	Nil		25,000

(c) This ship will be completed for sea at Portsmouth during the year 1870-71, equal to $\frac{1}{8}$th. More progress was made on this ship last year than was anticipated.

(d) This is the estimated load displacement.

(e) It was estimated that a much larger sum would have been expended on the "Plucky" in 1869-70.

VESSELS NOT ARMOUR-PLATED.

RETURN of VESSELS NOT ARMOUR-PLATED now Building, or Ordered to be Built, during the Year 1870; probable Progress during the Year; when to be Launched; when Completed; and Amount expended up to 31 March 1870; and Estimated Amount up to 31 March 1871; &c.

(*Mr. Laird.*)

Ordered, by The House of Commons, *to be Printed*,
6 *August* 1870.

420.

Under 1 *oz.*

STATEMENT showing the Numbers of BREECH-LOADING ARMS in Possession of the Regular and Reserve Forces on the 8th August 1870.

REGULAR FORCES.

Snider's	Carbines	Artillery	12,949
		Cavalry	11,038
		Lancaster	4,280
	Rifles	Short	10,070
		Long	71,895

ROYAL MARINES.

Snider Rifles	Short	3,591
	Long	9,985

RESERVE FORCES.

ARMY RESERVE.

Snider Rifles	Short	686
	Long	13,640

MILITIA.

Snider's	Carbines	Artillery	436
	Rifles	Short	6,011
		Long	47,322

YEOMANRY CAVALRY.

Westley Richards	Carbines	7,459
	TOTAL	199,362

SNIDER ARMS.

	Carbines.
1st Life Guards	375
2nd Ditto	375
Royal Horse Guards	375
1st Dragoon Guards	429
2nd Dragoon Guards	416
3rd Dragoon Guards	411
4th Dragoon Guards	503
5th Dragoon Guards	474
6th Dragoon Guards	488
7th Dragoon Guards	488
1st Dragoons	426
2nd Dragoons	429
3rd Hussars	436
Depot	34
4th Hussars	407
Depot	59
*5th Lancers Depot — carry Pistols	—
6th Dragoons	443
Carried forward	6,568

	Carbines.
Brought forward	6,568
7th Hussars	429
8th Hussars	486
9th Lancers, carry Pistols	—
10th Hussars	415
11th Hussars	419
Depot	59
12th Lancers, carry Pistols	—
13th Hussars	405
14th Hussars	488
15th Hussars	414
Depot	59
*16th Lancers Depot — carry Pistols	—
17th Lancers, carry Pistols	—
*18th Hussars	—
Depot	59
19th Hussars	413
20th Hussars	347
Depot	59
21st Hussars	359
Depot	59
TOTAL	11,038

* In India; no Returns received.

ARMY (RIFLES).

RETURN to an Address of the Honourable The House of Commons, dated 8 August 1870;—*for*,

"RETURNS of the Number of BREECH-LOADING INFANTRY RIFLES produced since the Adoption of the SNIDER BREECH-LOADING PRINCIPLE, giving the Numbers obtained by the Conversion of Muzzle-Loading Rifles into Breech-Loaders."

"Of the Number obtained by the direct Manufacture of BREECH-LOADERS."

"Of the Number of BREECH-LOADING RIFLES issued to the REGULAR TROOPS and the RESERVE FORCES, specifying the Number issued to each Regiment."

"And, of the Number of BREECH-LOADING RIFLES of all Descriptions now in Store."

War Office,
9 August 1870.

EDWARD CARDWELL.

Return of the number of breech-loading Infantry rifles produced since the adoption of the Snider breech-loading principle		459,553
The number obtained by the conversion of muzzle-loading rifles into breech-loaders		400,886
The number obtained by the direct manufacture of breech loaders		58,667
(Carbines and muskets of other descriptions than the "Infantry Rifles:"		
Converted		122,629
New		1,350
	Total	123,979)
	Infantry	459,553
	Grand Total produced	583,532
*The number of breech-loading rifles issued to the regular troops and the reserve forces, specifying the number issued to each Regiment		199,362 (For details, *see* Appendix).

The number of breech-loading rifles of all descriptions now in store:

Infantry Rifles:		
At Home Stations on 8th of August 1870		231,240
At Foreign Stations, excluding India, by the latest accounts		53,039
Total number of Infantry rifles in store		284,279
Carbines and Muskets of other descriptions than Infantry Rifles:		
† At Home Stations		16,500
‡ At Foreign Stations		144
Total of breech-loading arms in store		300,923
In the hands of the Storekeepers	At Home Stations on 8th of August 1870	247,740
	At Foreign Stations, excluding India, by latest accounts	53,183
	TOTAL	300,923

N.B.—164,000 breech-loading arms are ordered for delivery in the course of the year ending 31st March 1871.

* *Note.*—This Return does not include the arms supplied to the Navy, to the Indian Government, or to Colonial Governments.

† Westley Richard's, Sharpe's, Starr, and Green's patterns.

‡ Terry's, Spencer's, and Starr patterns.